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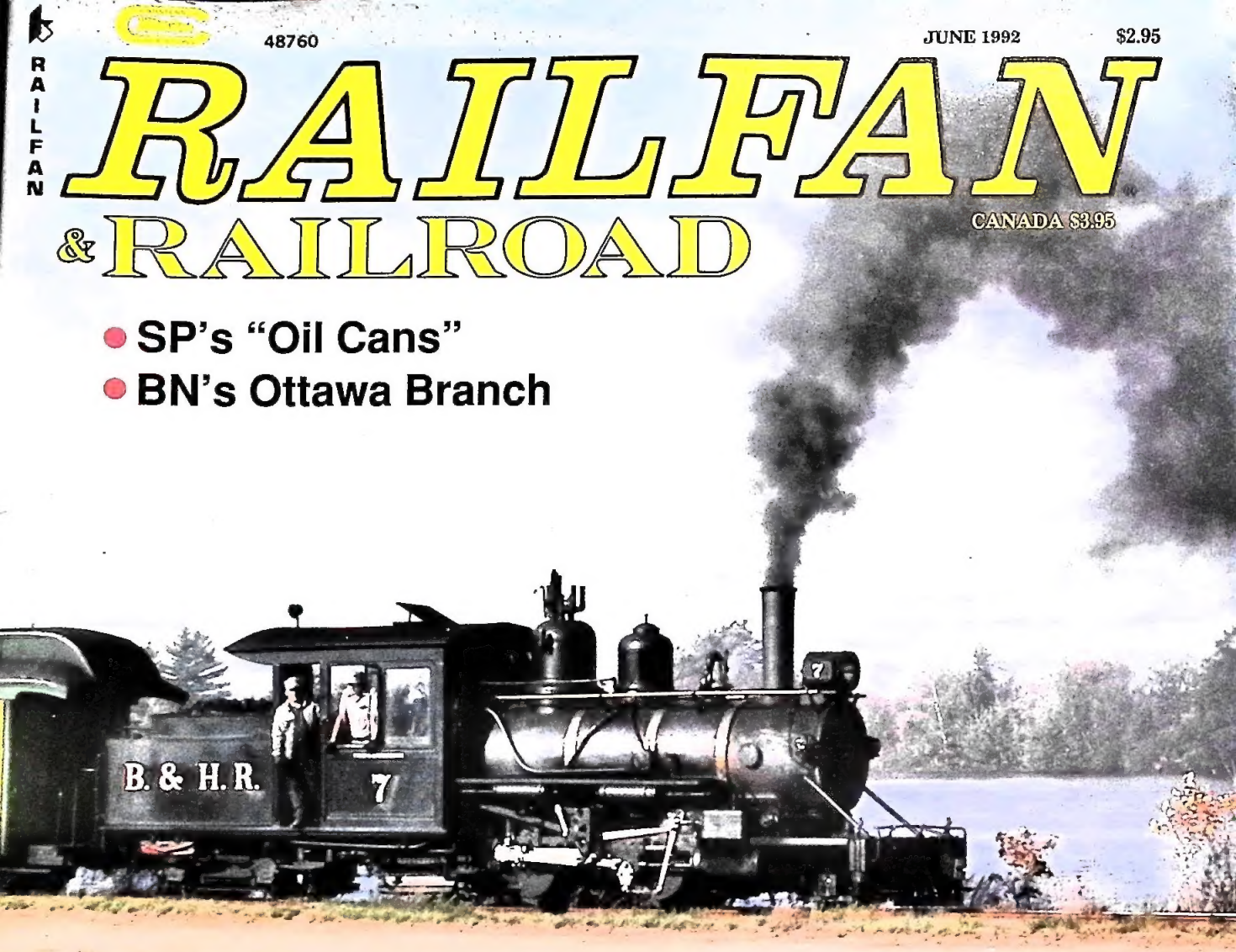

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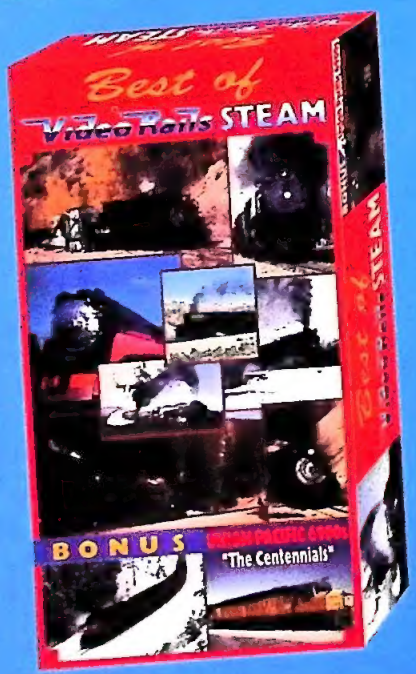

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D&H PLANS TO BUY Conrail's New York "Southern Tier" line, which includes Attica, N.Y., where CP M630 4562 and M636 4719 led empty D&H grain train 391 on November 9, 1991. See page 46.

Railnews

LACKAWANNA VALLEY ex-Roberval & Saguenay RS18 1801 ran past Elmhurst Reservoir on February 3 en route from Scranton to Tobyhanna, Pa., the first train in nearly five years. See page 46.

EX-B&M F7 4268 was delivered to Conway Scenic Railroad at North Conway, N.H., on October 23, 1991 (**right**). It will be restored to servicable condition and B&M colors like sister 4266. See page 45.

MBTA GP9 1921 flaunted its classic B&M livery while leading a Mass Bay RRE Amtrak charter onto the Green Mountain Rail Road at Bellows Falls, Vermont, on February 22 (**below**). See page 46.

FUJICHROME VELVIA 50: LES MACDONALD

FUJICHROME VELVIA 50: LES MACDONALD

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From the Publisher's desk:
World's Columbian Exposition 1892.

It was 1892, the 400th anniversary of Columbus' discovery of America, and Chicago was playing host to the giant World's Columbian Exposition. It was a time of mechanical marvels with the Industrial Revolution in full swing. The railroad had played an important role in the Civil War less than 20 years earlier and had developed tremendously since that time. It had brought east and west coasts together. It was time to celebrate a growing nation's prowess with a giant exposition.

One of the major exhibits at the World's Columbian Exposition was the Pennsylvania Railroad Company's display. The Pennsylvania building, which won an award for excellence, was 140 feet long and 40 feet wide and of classic Grecian design. Outside were tracks housing railroad equipment old and new. Inside the 100-foot-long main hall were posters, railroadiana and models of railroad and marine equipment. It is unclear in what scale the many models were built. They included the 4-2-0 locomotive "*Lancaster*" and train, 0-4-0 "*Herald*," 4-2-0 "*George Washington*" and many others. Marine railroading was represented by models of the ferryboat "*Washington*," screw tugboat "*R.F. Stockton*" (later renamed "*New Jersey*"), steam lighters and barges.

The Pennsylvania's avowed theme of its exhibit was to perpetuate the histories of the many railroads which had been merged into the Pennsylvania and also to permanently record management's results in introducing advanced methods in the art of transportation which were to accord the Pennsylvania the right to claim the title of "The Standard Railroad of the World." At that time the Pennsylvania, which had been chartered in 1846, only 46 years earlier, operated 7980 miles of track in 13 states, rostered 3148 locomotives and owned 3364 passenger and 122,122 freight cars. There were 104,000 employees.

A major attraction was the original 1831 *John Bull* locomotive with two passenger cars — one of which was original, restored after serving as a chicken coop in South Amboy, N.J., for many years. The train had run to the exhibition under its own steam, leaving New York April 17, 1893, traveling the 912 miles to Chicago and arriving April 22.

Also on display were two giant 80-foot Krupp Gun Cars. The first carried the largest piece of freight ever handled on the Western continent up until that time: 16 1/2 inch cannons on a bridge mounted on two double-truck bogies each having eight wheels, 32 all together. Other equipment included a narrow vestibuled class PH wood coach, a 36-foot Union Line refrigerator car and a track inspection car.

Many of the then new pieces of railroad equipment were awarded medals at the Exposition. Much of the equipment was sent to the Field-Columbian Museum in Chicago at Jackson Park when the Exposition closed in 1893.

The *John Bull*, which had become the Smithsonian's first engineering specimen in 1884, was returned to the Institution. The PRR borrowed the *Bull* a number of times after that and in 1940 built a very accurate replica at Altoona for use in public events. The original *John Bull* was steamed for its 150th birthday in 1981 and today resides at the Smithsonian, while the replica is serviceable at the Railroad Museum of Pennsylvania at Strasburg.

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Cover

All those cranberries and the only turkey is the one behind the cameral On October 12, 1991, two-foot-gauge Baldwin 2-4-4T No.7 is operating for the first time on the Edaville Railroad in Bridgton & Harrison lettering. This is the day before the special October 13 "Railfan Day" which will feature a photo freight and mixed train to commemorate No.7's 50 years of ownership by the Edaville Railroad. On this sunny Saturday, however, No.7 is working a regular Edaville passenger train past the freshly-harvested cranberries floating in the bog just west of the switch at Pine; before nightfall, the berries will have been vacuumed into a truck for shipment to the processing plant. For a look at the Edaville in its 50th year after Ellis D. Atwood purchased No.7 off the Bridgton & Harrison, see the feature beginning on page 60. Kodachrome by Jim Boyd.

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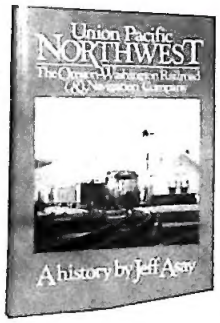

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Fanmail

Alaska or bussed!

To correct a statement in the March '92 issue on page 58, Westours is not a subsidiary of Gray Line. Both Westours and Gray Line are subsidiaries of Holland America Lines. They also own some leading hotels in Alaska.

So it is steamship vs. steamship (or motorship) in the deluxe Alaska rail passenger business. Happy sailing on the rails.

G. WEISS
Augusta, Ga.

"My" slides

At last someone has put into words what I have long believed but shrank from expressing in public: One's own slides are far more valuable in psychic terms than even the best of those taken by someone else. Andrew S. Nelson in the April '92 CAMERA BAG speaks for me and, I'm sure, many other rail photographers with his "radical" views. If everyone adopted our philosophy, a vast cottage industry in slide sales and trading would be wiped out.

FRANK G. TATNALL
Plymouth Meeting, Penna.

SP vs D&H

In the April 1992 issue Ted Benson asked who else but Southern Pacific would put 1960s-vintage diesels on a 1990s fast freight. The answer is Delaware & Hudson: C424s, M630s and M636s from D&H's parent firm CP Rail have become the standard power on intermodal trains 553/554 (Binghamton-Montreal) and 557/558 (Philadelphia-Toronto). Even older chop-nose CP Rail GP9Rs and RS18s also work these trains, as do their 5400-series SD40s which also date back to the '60s.

It's not unusual to see trios of either C424s or the six-axle Ms as power, especially on the 553 out of Binghamton. Imagine that on Tehachapi! Better than SD45s...or a Cargill SW1?

DAN FLYNN
Binghamton, N.Y.

About the steam theme

So, R&R has produced an all-steam issue and Editor Boyd is concerned about reader response. There will be no complaint from this charter subscriber, J.B., it's about time. The all-steam item aside, it was a great issue, telling the human side of our great railroad heritage. I look forward to the stories hinted at regarding 3751's rebuild.

Now, about those old RAILROAD fiction stories... (I'll keep hoping).

GARY I. JACOBS
Flat Rock, N.C.

I want to thank you for your 3751 issue. I am sure the "growler" fans will growl, but an engine such as this and an event such as this deserves a full issue.

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From the time I can remember, my father had an album, Stan Kistler's "A Farewell to Steam," which featured the 3759, and after a stressful day at work he would play the record on the HiFi. I didn't know I was being spoiled at the time, but I have chased steam power for over thirty years and nothing has ever come close to equaling the sound of the 3759!

If a diesel could look and talk like a 3751 class, then I say do a whole issue on it (but not before).

KURT I. JENSEN
Murphysboro, Ill.

Congratulations, you just ran the finest issue ever! My only objection was the price the April '92 issue wound up costing me. After ordering all three advertised 3751 videos, plus purchasing a half dozen copies of that issue, I figured I spent well in excess of a hundred bucks for this issue. Keep up the good work.

JIM BOOTH
Waterloo, Iowa

The bored and 3751

Your issue on ATSF 3751, to me, ranks right up there as one of the most boring I've ever seen. I looked at 26 photographs of this engine, plus 16 more in ad copy (pictures and drawings), and I think that I've been overkilled.

Give me a break.

JOHN L. TREEN
Hawthorne, N.J.

Commercial railroading

I read with interest the letter in the April '92 issue about the Chehalis Centralia Railroad Association 2-8-0 15 and the Medi-Flu commercial.

It might interest your readers to know that next to the Sierra Railway, the Morristown & Erie Railway has been the site of more commercial production work than any other railroad, and with one or two exceptions all filming has been for TV commercials for every imaginable product.

The first one that can be documented was for Marlboro Cigarettes, filmed on the Whippany Line in 1966 near Milepost 5.0. It featured RS1 15 and a freight consist delaying two adventurers in a Jeep CJ5 at a dirt crossing. Caboose 3 (ex-Erie) is in the last scene.

The most recent "shoot" was for Tylenol Sinus Medication featuring C424 18 pulling five NJ Transit Comet-I coaches past a billboard for the product at speed. All tolled, more than 60 TV spots and one video for MTV have been shot at various locations on the railroad.

The most famous was an episode of WCBS-TV's weekly series "Rescue 911" for the reenactment of the dramatic rescue of two small boys playing on the tracks of NJ Transit's former-Erie main line. It was filmed using C424 19 and a freight consist at Milepost 2.0. Appropriately, Conrail engineer Rich Campana and conductor Anthony "Tony" Falzo — the latter actually made the daring rescue — reprised their roles for the show. The only substitution was a professional stuntman to perform the actual jump while grabbing two dummies off the rail.

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Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1992 Excursion Season. The following listings indicate **Date**, locomotive, route and (sponsoring organization). See coded listings at the end for addresses of the sponsoring organizations and contact them for tickets, fares and specific details. Engine 611 is N&W Class J 4-8-4, 4501 is Southern Railway 2-8-2, and 1522 is Frisco 4-8-2.

May 2, 611 Bristol to Radford, Va., and return (WVC); **May 3**, 4501 Johnson City, Tenn., to Asheville, N.C. (WVC); **May 16-17**, 611 Bellevue, Ohio, to Kenova, W.Va., with overnight layover and return (MADR); **May 30-31**, 611 Columbus, Ohio, to Kenova and return each day (ORYM).

June 6-7, 611 Ft. Wayne-Peru-Lafayette, Ind., round trip each day (FWRH); **June 13-14**, 611 Chicago-Ft. Wayne round trip each day (CNRH); **June 20**, 611 Portsmouth, Ohio, to Williamson, W.Va., and return for N&W 100th Anniversary (CPH); **June 21-24**, 611 "Independence Limited Excursion" (RNRH); **June 27-28**, 1522 St. Louis-Glen Carbon, Ill., round trip each day (StLN).

July 11-12, 611 Detroit to Ft. Wayne and return each day (BWC); **July 18**, 611 Buffalo, N.Y., to Girard, Pa., and return (NNRH).

August 8, 611 Erie, Pa., to Rocky River, Ohio, with diesel return (LSRH); **August 15-16**, 611 Cleveland-Bellevue-Columbus round trip each day for Ohio State Fair (MADR); **August 24**, 611 Roanoke to Radford, Va., and return for National Guard Assn. Convention, (RNRH).

September 12, 4501 Asheville, N.C., to destination to be announced (ASHV); **September 13**, 4501 Asheville to Bulls Gap, Tenn., and return (ASHV); **September 19**, 611 Cincinnati, Ohio, to Muncie, Ind., and return (CRC); **September 20**, Cincinnati to Danville, Ky., and return (CRC); **September 26-27**, 611 Lexington, Ky., to Chattanooga, Tenn., with overnight layover and return (BGRM).

October 3-4, 4501 Huntsville, Ala., to Chattanooga round trip each day (NARM); **October 10**, 611 Roanoke to Walton, Va., two round trips (RNRH); **October 11**, 611 Roanoke to Bluefield round trip (RNRH); **October 17**, 611 or 4501 Greenville, S.C., to Atlanta and return (GVN); **October 18**, 4501 Greenville to Columbia, S.C., round trip (GVN); **October 24**, 611 Charlotte to Asheville, N.C., via Salisbury round trip (PCCN); **October 25**, 611 Charlotte to Asheville via Saluda Hill round trip (PCCN); **October 31**, 611 Greensboro, N.C., to Roanoke and return (GNRH); also in **October**, trips will be run out of Chattanooga for (TVRM).

November 1, 611 Greensboro to Asheville, N.C., round trip (GNRH); **November 7**, 611 Atlanta to Toccoa, Ga., round trip (ANRH); **November 8**, 611 Atlanta to destination to be announced (ANRH); **November 14-15**, 611 Birmingham, Ala., to Chattanooga and return each day (HOD).

The sponsoring organizations are: (ANRH) Atlanta Chapter NRHS, P.O. Box 333 Tucker, GA 30085; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Co., 523 Merriman Ave., Asheville, NC 28804; (BGRM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (BWC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068; (CNRH) Chicago Chapter NRHS, 5246 South Newland, Chicago, IL 60638; (CPH) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; (CRC) Cincinnati Railroad Club, P.O. Box 27050, Cincinnati, OH 45227; (FWRH) Ft. Wayne Railroad Historical Society, P.O. Box 11017, Ft. Wayne, IN 46855; (GNRH) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (LSRR) Lake Shore Railway Historical Society, P.O. Box 571, North East, PA 16428; (MADR) Mad River & NKP RR Historical Society, 233 York Street, Bellevue, OH 44811; (NARM) North Alabama Railroad Museum, P.O. Box 4136, Huntsville, AL 35815; (NNRH) Niagara Frontier Chapter NRHS, 4 Alabama Place, Lockport, NY 14093; (ORYM) Ohio Railway Museum, P.O. Box 171, 990 Proprieters Road, Worthington, OH 43085; (PCCN) Piedmont Carolinas Chapter NRHS, P.O. Box 11753, Charlotte, NC 28220; (RNRH) Roanoke Chapter NRHS, P.o. Box 13222, Roanoke, VA 24032; (StLN) St. Louis Chapter NRHS, 3439-A Dunnica Ave., St. Louis, MO 63118; (WVC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605.

SPRINGDALE, ARKANSAS, through Fall 1992. Arkansas & Missouri mixed trains depart at 8am on Wednesdays, Fridays and Saturdays for round trip on the scenic south end to Van Buren and Fort Smith. Ex-CNJ and Erie coaches are hauled on rear of A&M Alco-powered working freight. Wednesday trips $29.50, Friday or Saturday $34.50. Contact: Arkansas & Missouri Railroad, 107 N. Commercial Street, Springdale, AR 72764; 501/751-5763.

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The last time a K37 and a K36 took a freight train over Cumbres Pass together, college kids were wearing long hair and tye-dye. Things have come full circle in 1992: Once again bell-bottoms are "IN", and once again a 490-class is taking revenue freight up to 10,000 feet.

On October 12-13, 1992, D&RGW 2-8-2 497 will lead a twenty-five car freight from Chama to Antonito and return, with helpers up to Cumbres in both directions. All locomotives will be lettered authentically, and the helpers will be operated the way the Rio Grande typically did. Our recreation of an accurate sixties narrow-gauge freight will feature days full of photo runbys, and night photos in Chama.

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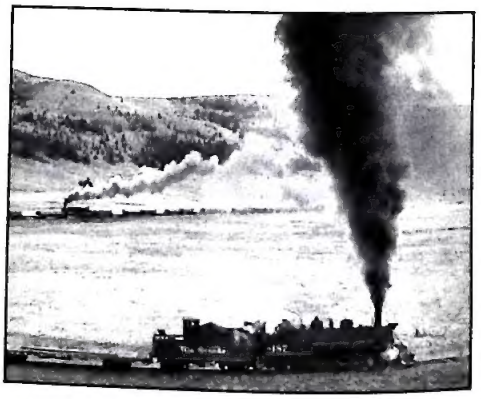

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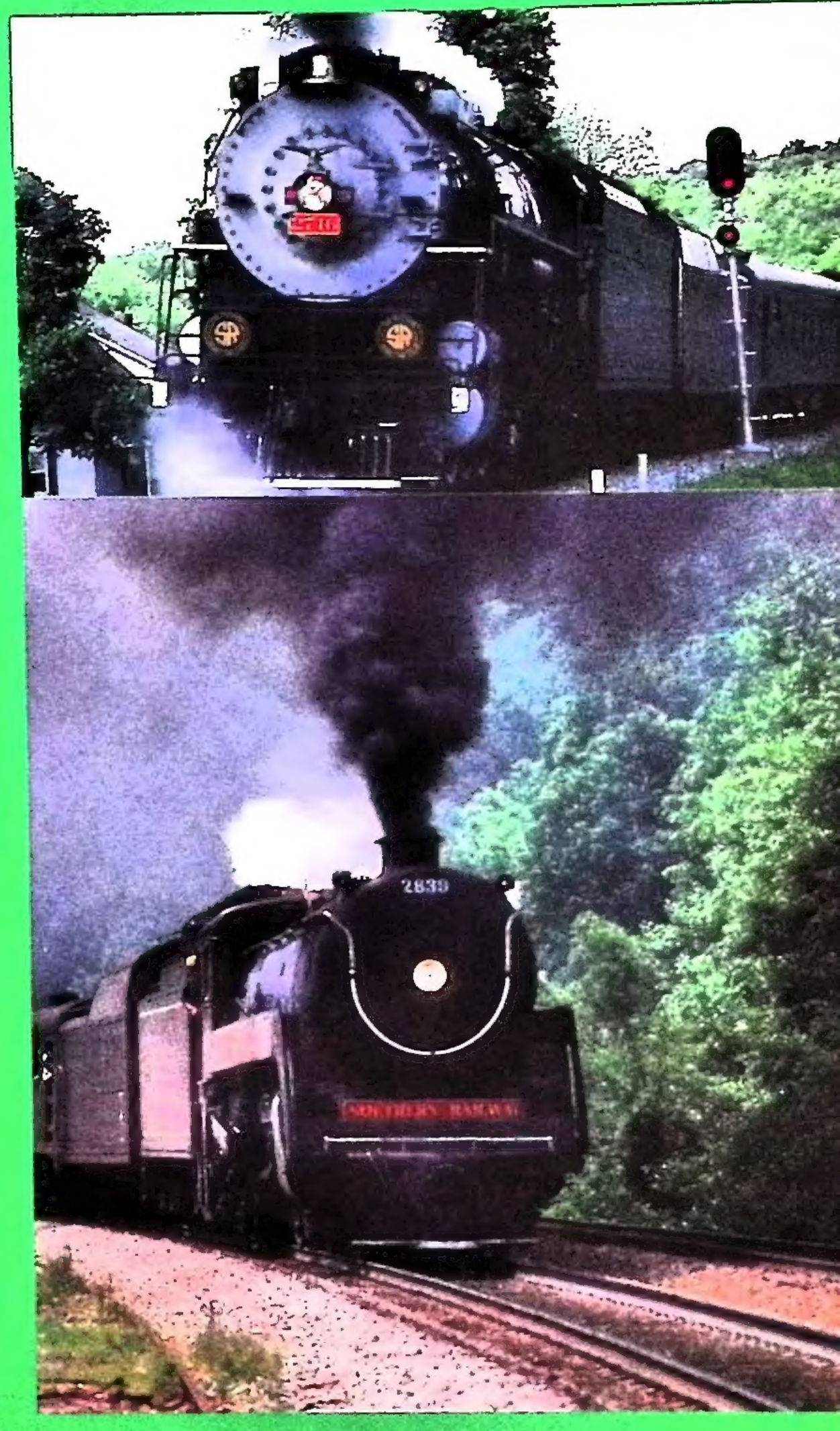

PART I

4501 from atop the cliffs and level with the cab window thru the Great Gorge of the New River. 610 across the plains of Texas on freight and with the Freedom Train. Climbing the Blue Ridge together: the Southern Mike that started it all and the monster Texas and Pacific 2-10-4. Each solo and doubleheading. 42 mins. **$29.95**

PART II

722 & 750 from the air as they battle the gorge of the Frenc Broad River. Royal Hudson 2839 on an epic 4 day trip fro Lexington, KY to Greensboro, NC via The Clinchfield acro two of Appalachia's highest summits. Finally, the huge C& 2-8-4 Kanawha 2716 tackles the famous Braswell Grade Georgia. 41 mins. **$29.95**

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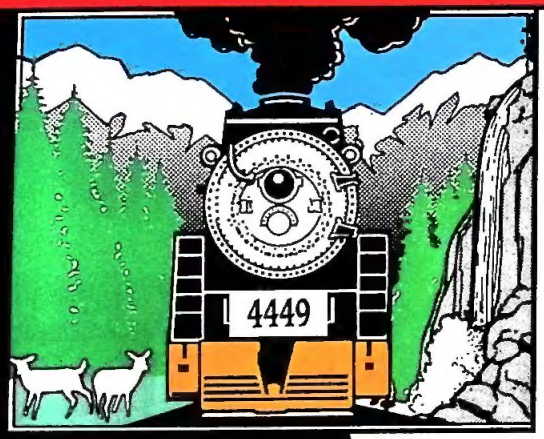

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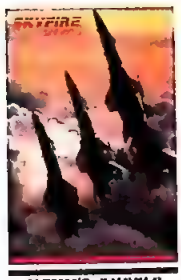

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CHATTANOOGA, TENNESSEE, and ATLANTA, GEORGIA, May 1-3. Steam photography weekend kicks off with a night photo session on Friday at Tennessee Valley Railroad Museum in Chattanooga. Saturday: Chartered freight at TVRM with 2-8-0 610 making eight photo runbys Sunday: Photographer's special out of Atlanta on New Georgia Railroad with A&WP 4-6-2 290 and 1950s consist making ten photo runbys Tickets $60 for 610 trip, $195 for 290 trip, $245 for both trips Contact: Steam Specials, P.O. Box 43054, Birmingham, AL 35243.

CASS, WEST VIRGINIA, May 1-3. Railfan Weekend celebrating opening of new connection to Old Spruce. Friday evening program and twilight run to Whittaker. Saturday inaugural run over the new connection with dedication ceremonies and photo runbys. Sunday run to Bald Knob on rebuilt track with numerous photo runbys. Weekend pass for adults $65, ages 6-11 $30. Contact: Cass Scenic Railroad State Park, P O. Box 107, Cass, WV 24927; or phone 800/CALLWVA and ask for the Cass Scenic Railroad.

COUNCIL BLUFFS, IOWA, May 1-3. Katy Railroad Historical Society Spring 1992 meeting at Best Western Crossroads of the Bluffs Hotel. Railfan activities, models and Saturday evening banquet. Contact: Chris Cruz, 2716 S.W. Moundview Drive, Topeka, KS 66614, 913/272-8296

DOVER, NEW JERSEY, May 2 Rail Tour of NJ Transit's Morris & Essex electrified lines featuring new ALP44 locomotive Depart 8:45am, return 5pm, additional boarding available en route. Travel on the Morristown Line (Dover-Hoboken) and the Gladstone Line (Summit-Gladstone). Lunch break at South Orange and snacks and beverages onboard. Fare $27.50. When ordering tickets, indicate boarding point of Dover, Morristown, Chatham, Summit or Hoboken. Contact: Tri-State Railway Historical Society, Trip Committee, P.O. Box 1217, Morristown, NJ 07962-1217. Credit card orders and additional information: 201/488-5429.

BLUEWATER MICHIGAN CHAPTER NRHS, P.O. Box 296, Royal Oak, MI 48068-0296 (313/399-7963) is sponsoring the following excursions and events:

May 2-3, Rare mileage trip on Central Michigan Railway. Adults $39, ages 5-16 $24.

July 11-12, Allen Park, Michigan, to Fort Wayne, Indiana, behind N&W 4-8-4 611. Adults $69, children $54, first class $195.

OWEGO, NEW YORK, May 4. Railfan Day on Tioga Central featuring 1960s branch line passenger and freight trains with Lehigh Valley painted Alcos and caboose. Many photo stops and double runbys with both trains. Night photo session being planned. Train fare $22, night photo session $10, admission to both events $30. Send large SASE to: Southern Tier Division RRE c/o Tioga Central Railfan Day, P.O. Box 311, Binghamton, NY 13902-0311. Make checks payable to Southern Tier Division RRE.

LET'S TRAVEL TOURS, P.O. Box 2768, Riverside, CA 92516-2768 (714/787-8350), is sponsoring the following excursions:

May 14-17, "Cruise Weekend" aboard America's last unaltered steam-powered Liberty Ship with five-hour cruise on San Francisco Bay. Amtrak from L.A. $495 per person.

July 12-21, "Miles of Memories" includes Amtrak's *Coast Starlight*, private coach behind freight on SP branch in Oregon, Mt. Hood Railway, bus and boat cruises along Columbia River and SP 4-8-4 4449 to San Jose. From $1495.

July 25-31, "Pacific Limited" behind UP 3985 San Jose-Salt Lake City via Altamont Pass and Feather River Canyon. Four overnight stops en route. Write for fares.

ROMNEY, WEST VIRGINIA, May 16. Full-day round trip excursion to Petersburg aboard "*The Potomac Eagle*" on South Branch Valley Railroad with photo runbys. Coach $35, club car $49. Contact: Potomac Eagle, P.O. Box 657, Romney, WV 26757; 304/422-6069 or 304/822-7464.

CASS, WEST VIRGINIA, May 16. Private Charter on Cass Scenic Railroad featuring WM Shay No.6 with photo runbys. Adults $35, seniors and ages 4-12 $30, under 4 free if not occupying seat. Contact: Hagerstown Chapter NRHS, Box 4175, Hagerstown, MD 21740; or phone Hagerstown Roundhouse Museum at 301/739-4665.

DANBURY, CONNECTICUT, May 16. Farewell (?) to the Maybrook Line circle trip Danbury-Beacon-Mott Haven-Stamford-Norwalk-Danbury featuring New Haven FL9s with photo stops on the Hudson Line. Depart 10:15am, return 4:30pm. Convenient connections from New York available. Adults $45, 12 and under $25, 10% discount for seniors or groups. For tickets or information send SASE to: West Connecticut Chapter NRHS, c/o John Flower, P.O. Box 1042, New Canaan, CT 06840.

CLASSIC RAIL CARS, 2612 Dewitt Avenue, Alexandria, VA 22301 (703/519-5230) is offering the following luxury tours on open platform observation car *Blue Ridge* coupled behind regular Amtrak trains out of New York Penn Station to destinations listed below. Gourmet meals and beverages onboard. Fares shown are per person, double occupancy. Space is limited.

May 23-25 Niagara Falls, New York. Round trip with two nights lodging near falls, $699.

May 30-31 Charlotte, North Carolina. Round trip or optional air/rail trip, $499.

CHESTER, MASSACHUSETTS, May 30. Day-long tour of former Boston & Albany facilities including 1840 station, roundhouse, coaling station, keystone arch bridges, remnants of granite hauler Chester & Becket, plus models, displays, music, food and Conrail and Amtrak action at the foot of Washington Hill. Free admission. For information send SASE to: David Pierce, H.C. 63, Box 44, Huntington, MA 01050.

NEW YORK CROSS HARBOR RAILFAN DAY, May 30. Tour Brooklyn and New Jersey facilities. Bus connection from New York Penn Station. Night photo session. For complete information send SASE to: Bernard Ente, NYCHRR, P.O. Box 568, Maspeth, NY 11378-0568.

TORONTO, ONTARIO, June 5-7. Railway Station Historical Society Annual Convention hosted by *Canadian Station News*. Non-members welcome. Friday night: station slide/photo sale and swap. Saturday and Sunday: tours of stations, banquet Saturday night with theme speaker. For details send SASE to: Convention '92, *Canadian Station News*, P.O. Box 171, Cobourg, Ontario K9A 4K5.

WORCESTER, ACCOMACK & NORTHAMPTON DAYCOACH (WAND, Inc.), Box 135, Parksley, VA 23421, will operate two round trip excursions on each day shown below over historic New York, Philadelphia & Norfork trackage using vintage cars and Eastern Shore Railroad SD10s. Adults $13, ages under 13 $8.

June 6, Parksley, Virginia, to Pocomoke City, Maryland.

July 25, Pocomoke City to Parksley.

WISCONSIN DELLS, WISCONSIN, June 6-7. Railfan Weekend at the 15-inch gauge live steam Riverside & Great Northern Railway, Stand Rock Road, 10am-5pm. All operable equipment will run, with photo runbys. Single trip $3.50, all-day ride pass $10. Contact: R&GN Preservation Society, Bill Koster, P.O. Box 842, Wisconsin Dells, WI 53965; 608/254-6367

DILLSBORO, NORTH CAROLINA, June 6-7. Two-day steam excursion on Great Smoky Mountains Railway featuring 2-8-0 1702, open-window cars and caboose on the ex-Southern Railway Murphy Branch, highlighted by 4.2% Red Marble Gap Grade. Train Dillsboro-Murphy with bus return Saturday; bus Dillsboro-Murphy with train return Sunday. One day $75, both days $140 (does *not* include overnight accommodations at Murphy). Contact: NCTHC, P.O. Box 44, Spencer, NC 28159; 704/636-2889.

CHICAGO, ILLINOIS, June 7. Railroad Club of Chicago excursion to LaPorte County Historical Steam Society in Hesston, Indiana, using scheduled South Shore Line trains Chicago-Michigan City and chartered bus Michigan City-Hesston. Departs Randolph Street 10am, returns 7pm. Fare $30, under 12 $15, includes rail and bus transportation and two rides at museum. Contact: RRCofC, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

LOWELL, MASSACHUSETTS, June 12-14. Boston Chapter NRHS "Boston Trolley Meet" at Sheraton Inn, 50 Warren Street,

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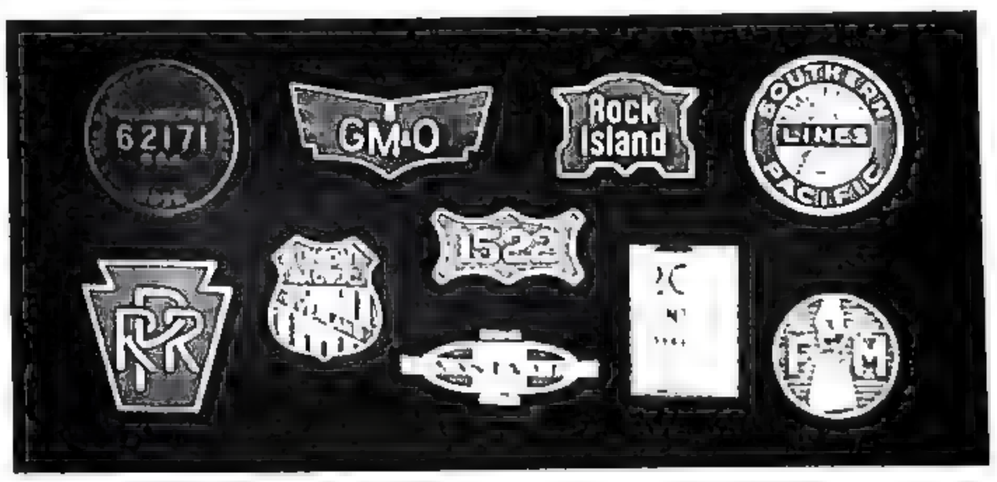

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CHAMA, NEW MEXICO, June 13. 4th Annual Moonlight Charter Train on Cumbres & Toltec. Depart mid-afternoon, return under moonlight. Meet and photo runbys en route, steak dinner at new Osier dining facility. Portion of $55 ticket price is tax-deductible. Contact: Friends of the C&TS, 7801 Acadamy NE, Building 2, Suite 102, Albuquerque, NM 87109; 505/822-8200.

SHOSHONE, IDAHO, June 19-21. Iron Horse Round Up featuring restored equipment, memorabilia, model railroads, antiques, Native American artifacts, vintage farm and horse equipment, Western music, cowboy poetry, food and more. Contact: The Iron Horse Round Up, 850 West 620 North, Shoshone, ID 83352; 208/886-2324 or 208/886-2058 in Idaho, 800/255-8946 outside Idaho.

COUNCIL BLUFFS, IOWA, June 19-21. Milwaukee Road Historical Society Association 1992 Annual Convention at Best Western Frontier Motor Lodge, 2216 27th Avenue. Friday night program with Camerail group of Omaha plus programs, memorabilia sales and more. Non-members welcome. Contact: Leo Dorn, 5711 Modernaire Street, Madison, WI 53711; 608/271-0350.

SOUTH CARVER, MASSACHUSETTS, June 20-21. Edaville Railroad 23rd Annual Railfan Weekend & Collectors Flea Market, 10am-5:30pm. Admission, train ride and all attractions: adults $12.50, children $7.50, under 3 free. See 2-4-4T No.7 celebrate 50 years of Edaville with B&HR lettering. Contact: Edaville Railroad, P.O. Box 7, South Carver, MA 02366; 508/866-4526.

HIGH IRON TRAVEL / YANKEE CLIPPER TOURS, P.O. Box 100, West Lynn, MA 01905 (617/581-0411), is sponsoring the following private car excursion:

June 27-July 5, "Explorers VI" marathon journey Minneapolis-Spokane on Soo Line, CP Rail and UP with side trip to Golden and Banff. Rare freight-only mileage in Rocky Mountain scenery including Crowsnest Pass and the breathtaking Spokane International route down the Idaho panhandle, $3950.

CHICAGO, ILLINOIS, June 28. Central Electric Railfans Association trip over Howard, Englewood, Jackson Park, Evanston and Ravenswood lines of the "L" commemorating a century of rapid transit service. Anticipated equipment should be PCC flat-door 6000s. Depart Howard Street 9am, Quincy/Wells Outer Loop Platform 10:05am, return to Howard Street 3:30pm. Numerous photo stops and runbys en route. Mid-trip lunch stop (on individual settlement) in Loop. Adults $25, under 12 $15. Limited seating. Contact: CERA, P.O. Box 503, Chicago, IL 60690; 708/251-2262.

SPENCER, NORTH CAROLINA, July 11-12. 5th Annual Railfan Days featuring freshly shopped 2-8-0 604 and possibly Shay 1925. Steam and diesel power on freight and passenger trains, equipment display, speeders, caboose rides and much more. One-day admission $10, railroadiana and model show $2 extra, night photo session on the 11th $5 extra. Send SASE to: NCTHC Railfan Days, P.O. Box 44, Spencer, NC 28159; 704/636-2889.

LOWVILLE, NEW YORK, June 13, 1992. First Annual Lowville & Beaver River RR Railfan Weekend with steam Shay-powered photo freight and GE 44-tonner passenger special. Included will be numerous rail-only accessible photo stops on an all-day excursion on one of the most picturesque short line in the Northeast. Saturday night photo session will be hosted by R&R and *Railpace* Magazines. Saturday activities begin at 11am at L&BR Lowville enginehouse, and additional activities are planned for Sunday. For information and a flyer, contact: L&BR Railfan Weekend, 4 Ascot Drive, Rochester, NY 14624 or call 716/889-1005.

CALGARY, ALBERTA, July 18-19. Railway Days at Heritage Park Historical Village featuring steam-hauled passenger, freight and mixed trains (some doubleheaded) on mile-long captive track using matched U.S. Army 0-6-0s. Turntable demonstrations, telegraphy, hooping, model displays and much more, all in a pre-1914 prairie village setting. Contact: Heritage Park Historical Village, 1900 Heritage Drive S.W., Calgary, Alberta, CANADA T2V 2X3; 403/259-1900.

STEAM TRIPS TO AND FROM SAN JOSE (Updated) for the NRHS 1992 National Convention (see listing below) will be powered by SP *Daylight* 4-8-4 4449 out of Portland, Oregon, and UP 4-6-6-4 3985 out of Cheyenne, Wyoming. Groups sponsoring each trip segment are identified in parenthesis; addresses for each group are given below. Contact the appropriate sponsoring group(s) for details on segments you wish to ride.

SP 4449: July 18 Portland-Klamath Falls; July 19 Klamath Falls-Sacramento; July 20 Sacramento-San Jose; July 22-26 convention; July 27 San Jose-Sacramento; July 28 Sacramento-Klamath Falls; July 29 Klamath Falls-Portland. Send an SASE to: Friends of the 4449, P.O. Box 42486, Portland, OR 97424.

UP 3985: The "*Pacific Limited*" July 11 Cheyenne-Rock Springs; July 12 Rock Springs-Salt Lake City; July 13 layover SLC; July 14 Salt Lake City-Elko; July 15 Elko-Winnemucca; July 16 Winnemucca-Portola; July 17 layover at Portola; July 18 Portola-Sacramento; July 19 Sacramento-San Jose; July 22-26 convention; July 26 San Jose-Sacramento; July 27 Sacramento-Portola; July 28 Portola-Winnemucca; July 29 Winnemucca-Elko; July 30 Elko-Salt Lake City; July 31-August 1 layover SLC (on August 1, 3985 will make a SLC to Cache Junction round trip under local sponsorship); August 2 SLC-

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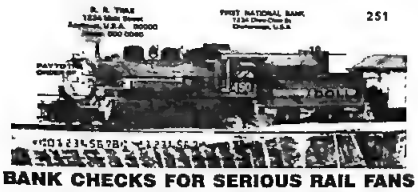

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NOTE: Bus connection will be available between Cheyenne and Denver Stapleton Airport on July 10 and August 3.

SAN JOSE, CALIFORNIA, July 22-26. Central Coast Chapter NRHS will host NRHS 1992 National Convention. Attendees can travel to/from San Jose aboard trains powered by UP 4-6-6-4 3985 out of Cheyenne or SP 4-8-4 4449 out of Portland (see listing above for details). The following is a preliminary schedule of convention rail operations. Photo stops are planned for all trips. For details contact: Central Coast Chapter NRHS, P.O. Box 36301, San Jose, CA 95158-6301.

Wednesday, July 22, 3985 San Jose-Stockton round trip via Altamont Pass.

Thursday, July 23, SP 4-6-2 2472 San Jose-San Francisco round trip and UP 4-6-6-4 3985 San Jose-Oakland round trip with passengers going on one train and returning on the other with cross-bay ferry connection. Also optional tour of Muni and vintage trolleys.

Friday, July 24, No trips, engines on display at San Jose, night photo session with 4449 and 2472.

Saturday, July 25, 4449 San Jose-Sacramento round trip via Martinez, optional visit to railroad museum or ride on light rail system.

Sunday, July 26, 4449-2472 doubleheader San Jose-Watsonville Junction round trip.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory,*** published by *Locomotive & Railway Preservation*, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $9.95 plus $1.75 shipping & handling ($2.50 shipping & handling Canada and overseas; Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of nearly 300 rail attractions.

INTERNATIONAL TOURS

MAIN LINE MILEAGE MONTH-LONG MARATHONS during 1992 in Australia, New Zealand, Canada and the U.S. Multiple daily runs, sleepers and diners included, prices from $1992 to $3992. For details contact: Trackpackers T-Rail Tours, 803 Kanuga Drive, Palm Beach, FL 33401; 407/TEL-TRAK.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

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TRAINS UNLIMITED TOURS, P.O Box 1997, Portola, CA 96122 (916/836-1745) is sponsoring the following tours:

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German Rails '92, September 10-30, charter narrow gauge in former East Germany.

Best of South America '92, September 24-October 24, seven gauges, 27 lines, 33 shop visits, 4200 miles and plenty of photo runbys.

GW TRAVEL LIMITED, P.O. Box 170, Altrincham, Cheshire WA14 2BZ, ENGLAND, (061/928-9410) is sponsoring the following tour:

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RAILROADIANA MEETS

BELLEFONTAINE, OHIO, May 2-3. Big Four Railfans, Model Railroad, Farm Toy and Hobby Show at Four H and Grange Buildings, Logan County Fairgrounds, 10am-5pm Saturday, 11am-4pm Sunday. Admission $1, under 12 free with adult. Contact: Big Four Railfans, P.O. Box 682, Bellefontaine, OH 43311; 513/593-1428.

LITTLE ROCK, ARKANSAS, May 2-3. Arkansas Railroad Club 12th Annual Railroad Antiques & Collectibles Show and Sale at State Fairgrounds Hall of Industry, 10am-5pm. Admission $2 ($3 for both days). Contact: Arkansas Railroad Club Show, Box 9151, North Little Rock, AR 72119-9151.

WINSLOW, NEW JERSEY, May 3. Winslow Junction Scale Train & Railroadiana Meet at Winslow Fire Hall, Hall and Hay Streets, 10am-3pm. Admission $3, family maximum $5. Contact: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327.

LIVONIA (DETROIT), MICHIGAN, May 9. Redford Model Railroad Club's Trainorama Extra at Eddie Edgar Arena, 10am-4pm. Admission $2.50, under 12 free with adult. Contact: Steve Johnson, P.O. Box 1174, Dearborn, MI 48121; 313/581-0356.

ST. PAUL, MINNESOTA, May 9. Twin City Model Railroad Club Railroad & Hobby Sale at Minnesota State Fairgrounds

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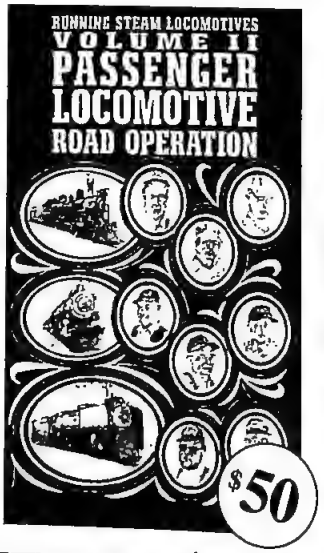

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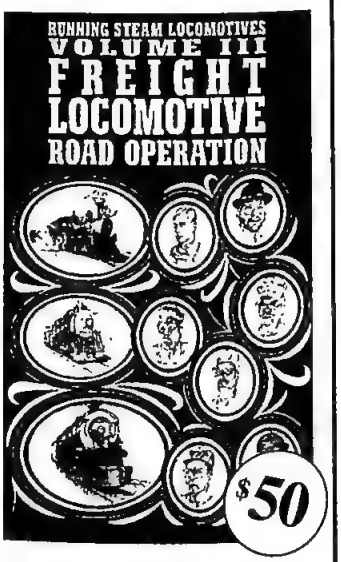

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WINTER GARDEN, FLORIDA,9 May 9. Central Florida Chapter NRHS Railroadiana, Model & Toy Show and Sale at Tanner Auditorium, West Garden Avenue on Lake Apopka, 10am-3pm. Admission $2, under 12 free. For information or table reservations send SASE to: David Rhea, 906 Center Street, Ocoee, FL 407/656-8749.

ROANOKE, VIRGINIA, May 16. Virginia Museum of Transportation 2nd Annual Railfair at National Guard Armory on Reserve Avenue (Wonju exit off I-581), 10am-4pm Railroadiana, rail art and model products Donation at the door. For more information phone: 703/342-5670

DENVER, COLORADO, May 17 Golden Spike Enterprises 2nd Annual Denver Railroad Memorabilia Show & Sale at Denver Merchandise Mart, 451 58th Avenue, Exit 215 off I-25, 10am-5pm. Early admission $15. Contact: Charles W. Miller, 3106 N. Rochester St., Arlington, VA 22213; 703/536-2954

PHOENIX, ARIZONA, May 17. Sahuaro Central "Everything Railroad" Spring Swap Meet at BCI Bingo Hall, 1210 East Indian School Road, 9am-3pm. Admission $2.50, reserved tables $12, tables at the door $15. Contact: Harold Shelton, 2337 West Stella Lane, Phoenix, AZ 85015; 602/242-0751

FORT WORTH, TEXAS,9 May 24. Lone Star Train Fair at Will Rogers Memorial Center, 10am-5pm. Over 250 tables of railroad artifacts and model items. Contact: Terry Adams, 4220 Shannon Drive, Fort Worth, TX 76116; 817/732-2117.

FRANKLIN SQUARE, NEW YORK, May 24 and June 28. R.R. Lines Train Meet at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact: Rae Romano, 237 Rintin Street, Franklin Square, NY 11010; 515/486-6658 or 516/775-4801.

LONG BEACH, CALIFORNIA, June 6-7. The Big Train Show onboard the famous luxury liner *Queen Mary.* Nearly 160 booths and at least two giant operating model layouts. Lodging available at Hotel RMS Queen Mary. Contact: Queen Mary Pier J, Long Beach, CA 90801; 310/432-6964.

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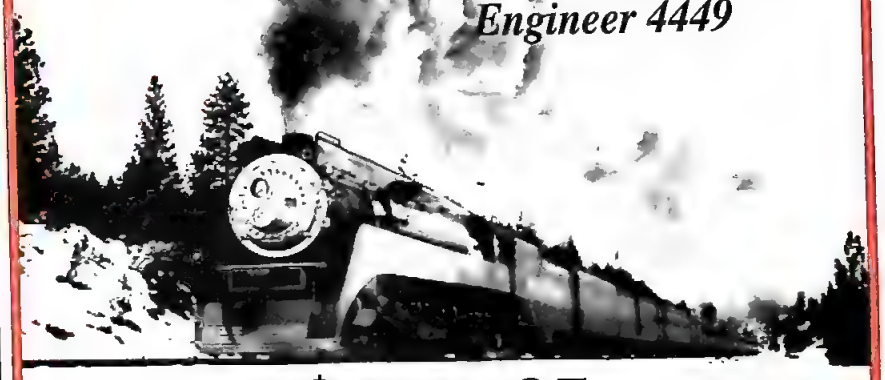

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What's New?

The latest in Robert C. Del Grosso's series of Pacific Northwest railfan guides is the 5½"×8½" softcover *Montana Rail Link Trackside Guide and Locomotive Directory.* After several pages of brief history on MRL's ex-BN (nee-NP) route and a breakdown of today's operations there (including train schedules, radio and signal functions and weather conditions), the guide goes into a fairly detailed description of MRL country from Spokane, Washington, east to Huntley (Jones Junction), Montana. It mentions most of the main line locations and tells how to drive or hike into them. *Not* covered, however, are MRL's branch lines. Almost every page has a related section from a topographic map or employee timetable. Some highly-detailed maps give an excellent look at Mullan Pass and the yards at Missoula, Helena, Livingston and Laurel, but a few of the larger-scale maps reproduced muddy enough that they're difficult to read. The more than 20 pages devoted to the locomotive section contain rosters listing each unit by individual road number along with such trivia as builder and frame number, pre-MRL road numbers and dozens of mechanical specifications. While the 100 black & white photos throughout the book aren't the utmost in halftone reproduction, they're sharp and interesting enough to provide an overall glimpse of the big blue regional. It sells for $16.95 postpaid from Great Northern Pacific Publications, Route 4, Box 627-A, Bonners Ferry, ID 83805.

Missouri Pacific Lines Steam Finale in Kansas by Lloyd Stagner looks back at the period 1940-1952 when steam was in its final glory on MoPac's Central Kansas-Colorado, Northern Kansas, Southern Kansas, Omaha, Joplin and Wichita Divisions. The chapter on each of these divisions opens with an in-depth discussion of operations and motive power practice accompanied by a division map showing engine facilities and water and coaling stations. Reproduction of the dozens of vintage black & white photos ranges from good to fair, with most being three-quarter engine views. There are action views as well of a 2100-Class 4-8-4s rolling livestock and reefers across the prairie, a doubleheaded wheat drag and a 4-8-2 coaxing freight up the 1.56% of the Flint Hills. GP7 4146 is given its due as one of the diesels that did in steam on Missouri Pacific. Listings of engines that were active on April 19, 1940, and their mechanical specs wrap up this 52-page 8½"×11" album-format softcover, selling for $13.95 plus $2.55 shipping (Neb. res. add tax) from South Platte Press, P.O. Box 163, David City, NE 68632.

Freight car fans have two new 8½"×11" album-format softcovers to add to their library, *Freight Car Pictorial* by Robert Wayner and *Classic Freight Cars Volume 1—The Ubiquitous, Utilitarian 40-Foot Boxcar* by John Henderson. The Wayner book (112 pages) packs nearly 200 sharp, impressive black & white photos of freight cars past and present from an 1888 Wheeling & Lake Erie/Petroleum Fuel Company oil tanker to a TTX five-platform doublestack car. Not intended as an all-encompassing book on every car type ever known, it has light captions and at the very least inspires modelers with such things as narrow gauge Fremont, Elkhorn & Missouri Valley flatcars stacked two-high atop a C&NW flatcar; a stubby little GATX "beercan" tanker; an HOGX triple-decker hog car (dare we call it the "Swineliner") and many other cars both odd or familiar. It sells for $23.95 postpaid from Wayner Publications, Box 868, F.D.R. Station, New York, NY 10150. The Henderson book, meanwhile (64 pages), is an all-color look at 40-foot boxcars with more than 160 pictures (all nicely reproduced) covering 86 railroads with all manner of 40-footers in steel or wood, braced inside or out. This book is not highly technical either, with light captions describing the 3"×5"

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by Ray Matthews is the latest in a series of highly praised works offering glimpses of steam and diesels at work in the area west of Winnipeg. Written by a railroader who loves steam and accepts the modern locomotive, this work is a must for CN fans. 26 pages, $8.00

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On the Three Foot Gauge by Edgar Mead takes a casual, scrapbook-like look at the narrow gauge lines traveled by the author in years past. Reproduction of the dozens of black & white and color photos (most taken by Mead) is fairly good considering that the majority were taken in the 1950s. More than half of this 104-page 8½"×11" softcover deals with Colorado roads like Rio Grande Southern and the D&RGW, but a wild mix of other three-footers is thrown in as well, from the Argent Lumber Company in South Carolina and East Broad Top in Pennsylvania to foreign operations on the Isle of Man Railway, United of Yucatan and others. Lacking a table of contents or index, the book is even harder to reference by subject since there are no obvious chapter headings. Despite this confusion, the pictures speak for themselves with RGS color action at Butterfly Trestle, hopper trains on the EBT, and past and present views of Georgetown Loop. It sells for $19.00 postpaid from Edgar T. Mead, 520 N Street SW, Washington, DC 20024.

Morning Sun Books has released three more 128-page 8½"×11" all-color hardcover pictorials. *Erie Lackawanna in Color Volume 1: The West End* by Larry DeYoung begins the look at the 15 years of railroading on the merged lines of the DL&W and Erie before EL's 1976 merger into Conrail. This volume covers the EL territory from Chicago east to Meadville, Pennsylvania, where E8s, SDP45s, PAs, U-boats, Alco Centuries and more shuttled goods and people across the nation's industrial heartland. *Wabash in Color* offers rare glimpses of this famous "fallen flag" road (appropriate since its herald was, in fact, a flag) that reached from Buffalo west to St. Louis, Omaha and Kansas City. This was a true *blue* middle-America railroad capable of producing such classic moments as FAs and freight crossing the Illinois Terminal and IC at Starne Tower in Springfield, with the engineer and the conductor hooping up train orders from their respective ends of the train, or an F7 and E8 leading the *City of St. Louis* across the Missouri River Bridge into a golden early morning sun. *Lehigh Valley in Color Volume 2* by Robert Yanosey is the most interesting of the three books from a scenic aspect since it covers the LV's rugged routing across northeast Pennsylvania. The impressive mix of diesel and steam power portrayed is matched by the wild geography as Alco Centuries, Geeps, FAs and other units twist and turn through Lehigh Gorge and struggle against the grade at Laurel Run. There are flatland and big city scenes as well in this sampling

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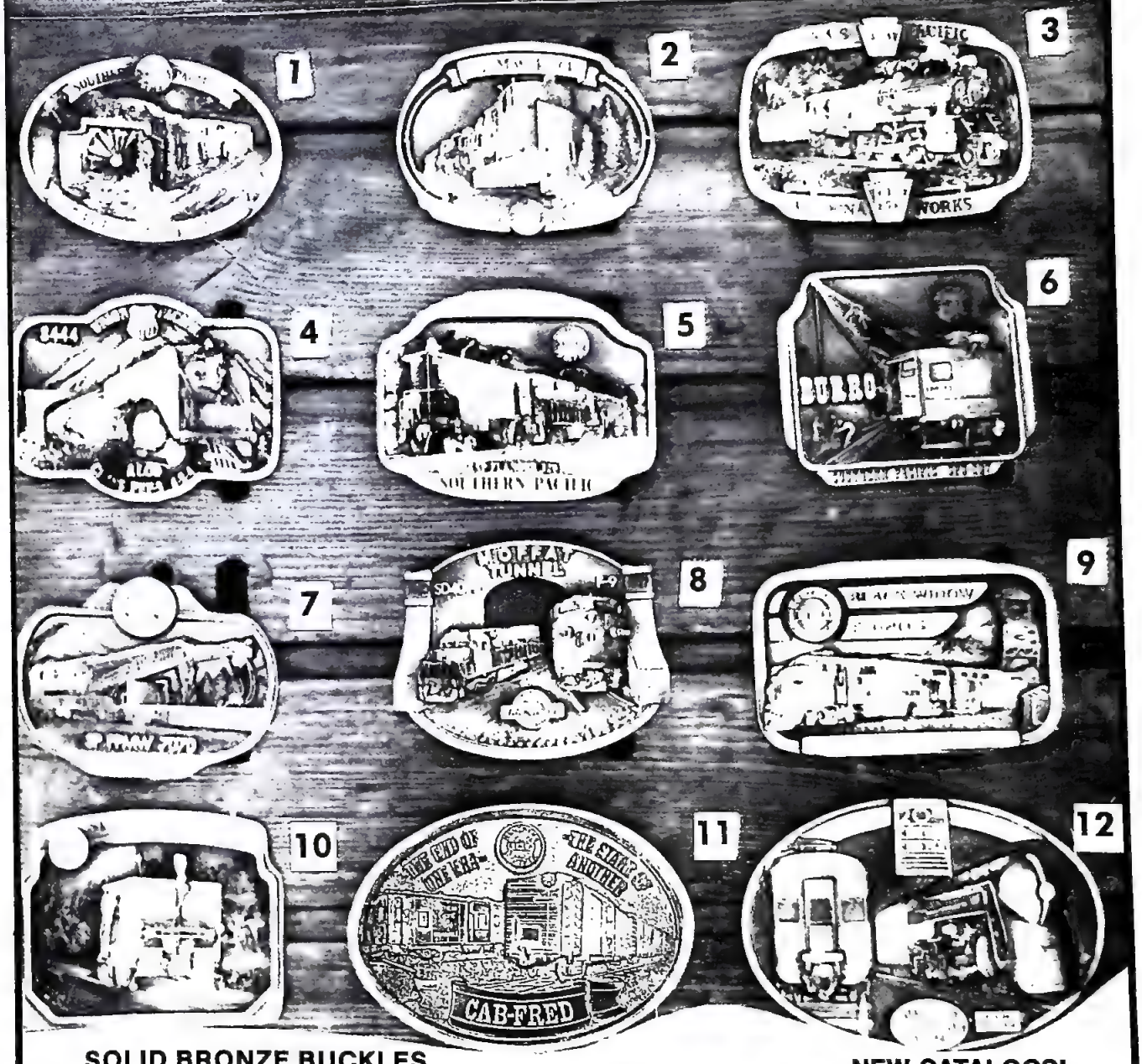

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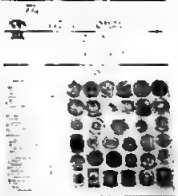

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Supertrains — Solutions to America's Transportation Gridlock by Joseph Vranich is a 452-page 6¼"×9½" hardcover offering timely, researched insight into the current status of American transportation and why new high-speed rail lines could solve many of the shortcomings. Certain chapters analyze the French TGV and Japanese *Shinkansen* while others discuss how such federally-subsidized, dedicated-right-of-way high-speed passenger systems would be utilized in the U.S. After reading about all the years of intense planning and the billions of dollars that have spent so far on equipment and feasibility studies, you'll come away thinking (as the author does in his final line of the book) "We should have done this sooner." Illustrated by several black & white photos, graphs and maps, it sells for $29.95 from St. Martin's Press, 175 Fifth Avenue, New York, NY 10010.

If you live near or plan to visit the heart of the Lone Star State, David Moore's *Dallas/Fort Worth Railfan Guide* will tell you all about Santa Fe, SP, UP, BN and KCS operations through the area, including detailed descriptions of facilities, train symbols and schedules and track arrangements. Illustrating the 50 pages of neatly organized data are numerous maps showing key yards and junctions and how to drive to them, plus overall maps of the Dallas/Fort Worth area showing how the major highways relate to the railroads. The track schematics reveal the positioning and length of sidings and the location of defect detectors, rail crossings and other important wayside features. It wraps up with a discussion on local radio communications and a table of frequencies used by the five major roads. The 8½"×11" ring-bound softcover sells for $14.00 postpaid from David Moore, 1829 Skyline Drive, Sherman, TX 75090.

Ordering Brad Faegre Paintings

The April 1992 MARKERS writeup on southern California artist Brad Faegre mentioned the price but inadvertently left out the address for ordering his two paintings, which depict restored steam on Cajon Pass. "Racing Up Cajon," a side-by-side race of UP 8444 and SP 4449 around Sullivan's Curve, sells as a poster for $25.00 plus $4.00 shipping, and "Roaring Santa Fe 3751," a limited edition print on 100 lb. archival paper showing the AT&SF Northern (minus a section of jacketing, see April MARKERS for an explanation) on Cajon, sells for $75.00 plus $4.00 shipping. Both are available (Cal. res. add tax) from Brad Faegre, 38480 Oak Glen Road, Yucaipa, CA 92399.

Traction Publications — by Joe L. Diaz

SUBWAY TO THE WORLD'S FAIR by Frederick A. Kramer is a detailed account of the origins of the 1939 New York World's Fair, the birth of the idea, the site at Flushing Meadows and the construction of new subway facilities to service the location directly from Manhattan. This excellent 32-page 8½"×11" softbound book contains 35 black & white photographs of excellent interest with good reproduction and accompanied by detailed captions. This was a bright idea in darkest days which, although not without

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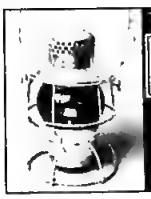

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Lima Berkshires 765 and 1225 side-by-side east of Huntington,W.Va. Aug. 9, 1991 Photo: Ron Durham

New releases for 1991

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CHESSIE SYSTEM GP40-2/☐+	276
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controversy, was well planned and executed, producing in the end an all around success which in no small part was due to the planning and availability of convenient rapid transit service.

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This is an interesting, slim book, modestly priced, that we recommend to all. Available from Bells & Whistles, 932 Woodmere Drive, Westfield, NJ 07090 for $7.95 postpaid.

Videos

BY MIKE DEL VECCHIO

New Arrivals

It's spring again, and with that season comes the annual "Best of..." from Pentrex, P.O. Box 94911, Pasadena, CA 91109 recapping the major events of last year. **"Best of 1991"** follows in the tradition of fine camera work and diverse subject matter with many topics coming right from the news pages of the railfan press. This show opens with detailed coverage of the SP's last 1991 sugar beet train out of Los Banos, California, on the line from Tracy. While most fans follow religiously the passing of vintage locomotives from regular service, many have been pursuing SP's seasonal sugar beet trains for the freight cars: 1940s-built wood-sided steel-braced drop-bottom gondolas — long strings of 'em that are loaded and dealt with in a manner similar to hoppers at any West Virginia coal tipple. The last beet train was powered by two GP9s and a GP38 (the Los Banos train generally gets three GP9s), and this coverage of the loading and operation of the train is almost worth the price of the entire tape. Though the train does contain a few of the coal hoppers that will completely replace the wooden beet racks shortly, the entire beet operation could be a program of its own.

Other items in this "Best of 1991" tape include a tour through SP's vintage Sacramento Shops showing the people and the mechanical functions of this huge complex. Espee closed Sacramento on February 10, 1992, soon after this footage was taken. Next is a trip east to Conrail's very busy Berea Tower near Cleveland. Ten trains in less than three hours of shooting are presented with locomotives ranging from Conrail's newest "Quality" image Dash-8s to Springfield Terminal and leased GATX units on a Susquehanna-bound double stack train.

Continuing on, there is super lineside and cab footage on the Union Pacific 4-6-6-4 3985 Salt Lake City-to-McGammon, Utah, excursion en route to Railfair in Sacramento, followed by a Santa Fe shippers special between Fresno and Richmond, Calif., consisting of a Super Fleet Dash-8 and that classy stainless steel business train. Coverage of SP 4-6-2 2472 includes the heroic restoration at Hunter's Point shipyard and super lineside coverage of 2472's excursion between San Francisco and San Jose using Caltrans equipment. More contemporary diesel action is shown in the Salt Lake City area, and the tape winds up with a priceless chase of UP "Desert Victory" 3593 on train HKYR (Hinkle, Ore., to Yermo/Barstow, Calif.). Though the scenes along the Great Salt Lake

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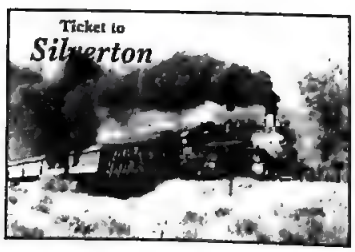

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The Pennsylvania Railroad

Beginning in the Summer of 1952, Emery Gulash began capturing prolific amounts of activity on this well known railroad, little realizing that in a few years it would merge with the New York Central and be called the Penn Central. This tape covers the time period from 1952 to 1969.

Follow Emery and his 16 mm Bolexes as he records in beautiful color the end of steam and the transition to first generation diesels. You'll see Decapods, Baldwin Centipedes, and Sharks, "F" units, early Geeps, GG-1's, and Alco RS-3's, just to name a few. Locations covered are: **Tunnel Hill, Horseshoe Curve, Hollidaysburg, Altoona, Fort Wayne, Walbridge Yard**, and electric operations along the "corridor" as well as many other well known spots. You'll also witness many of the Pennsy's name trains such as The Duquesne, The Pennsylvania Limited, The Detroit Express, The Red Arrow, The Manhatten Limited, and of course The Broadway Limited

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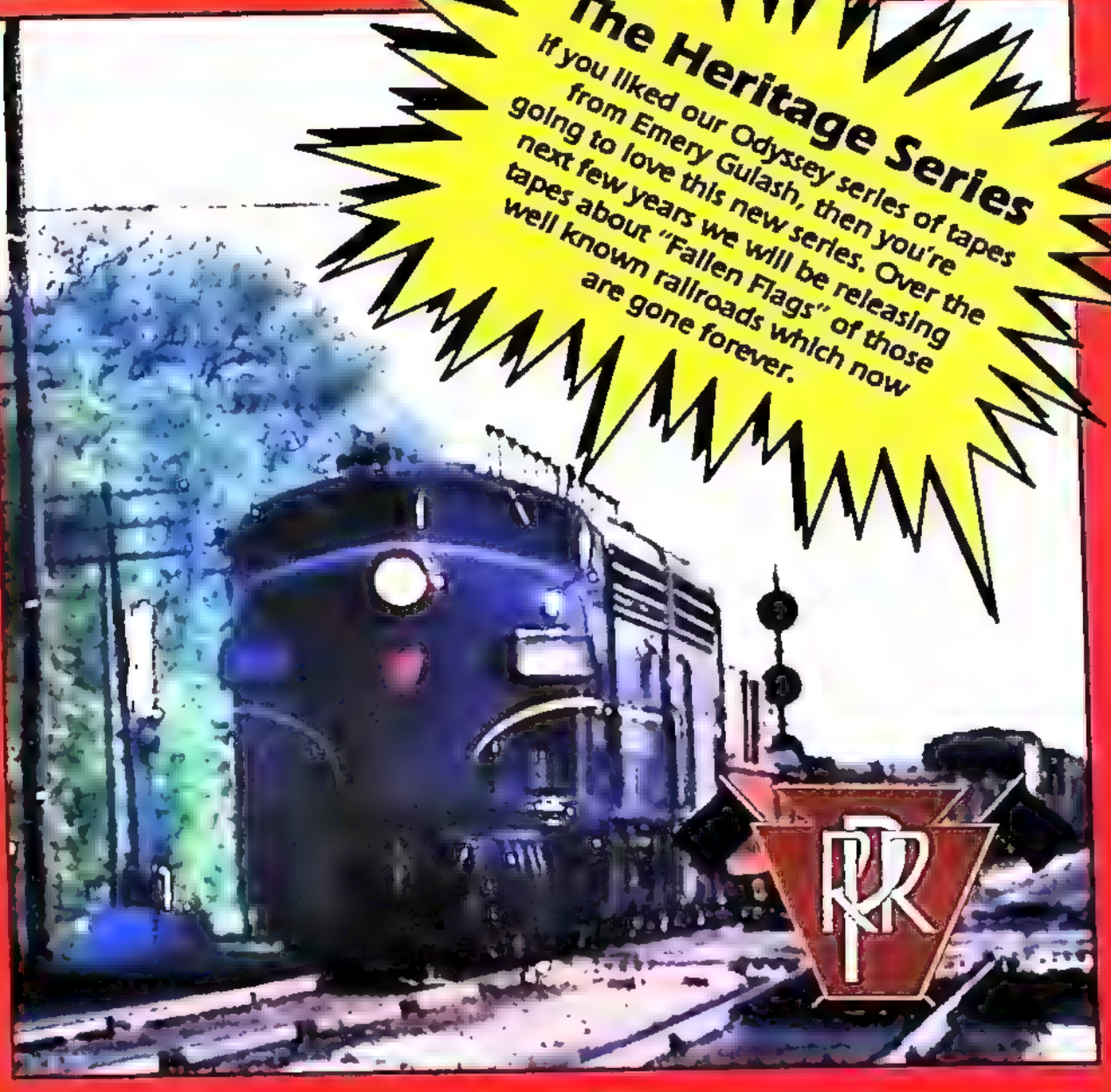
The Heritage Series
If you liked our Odyssey series of tapes from Emery Gulash, then you're going to love this new series. Over the next few years we will be releasing tapes about "Fallen Flags" of those well known railroads which now are gone forever.



The Wabash Railroad

In the Summer of 1952, Emery Gulash began his trek of capturing for all time the action on the Wabash. In beautiful 16 mm color and with STEREO Hi-Fi sound, Green Frog proudly presents this new Heritage Series tape. The railroad had essentially two main lines: Chicago to St. Louis, and Detroit/Toledo-Kansas City. Emery followed the Wabash over these two lines capturing first generation diesels, name passenger trains (such as The Wabash Cannonball), and freight action as well. You'll visit locations such as **Detroit; (and Fort Street Union Depot); Ft. Wayne; Mexico, Missouri; Oakwood Yard; Windsor; and Toledo**, as well as many other locations.

You will see the merger into the Norfolk & Western as well. This tape covers the time period from 1952 through 1966 after the merger with the N&W.

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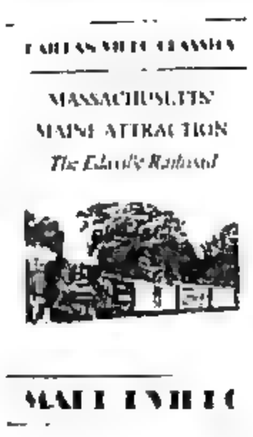
are spectacular, the runbys and pacing in the desert scenery really show off that paint scheme. This footage is quite rare, as 3593 has already been repainted back into UP's standard Armour yellow, and I think this is the only commercial video footage of this locomotive in main line action. The video quality is state-of-the-art and is accompanied by professional narration. 120 minutes, $49.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax).

For a glimpse of what will likely become the last holdout in the world for regular service main line steam, **"Garratts of Zimbabwe,"** from Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45103; 513/732-0660, should please every steam fan. Known most for Victoria Falls, giraffes and elephants, this land-locked African country depends on its railroad, and it employs those odd-looking articulated Garratt locomotives on some major arteries. This tape concentrates on the main line between Victoria Falls/Thompson Junction and Bulawayo and the branch between Plumtree and Bulawayo, where Garratt usage is heavy. At least four classes of Garratts are shown in action, and the program includes tours of shops, interviews with railroaders and great footage of the Garratts in action. Many of the scenes include the railroader's activities and scenes of local life in addition to glimpses of wildlife and Victoria Falls itself. For fans of conventional steam power, there are scenes of a Wankie Colliery 4-8-2 hauling empty coal hoppers up to a mine (though in Zimbabwe, is the Garratt or 4-8-2 considered "conventional?") All-in-all, this is a very well done program, I think one of Scholl's best. And the price is reasonable, too. 60 minutes, $29.95 plus $3.00 shipping (Ohio res. add 6% sales tax).

Vintage EMD, Alco and Baldwin locomotives are featured in **"LTV Steel Ore Lines,"** from Plets Express, P.O. Box 217, Altoona, WI 54720. This Minnesota "industrial" railroad opened in 1957 and is still referred to by many as Erie Mining. Best known for its fleet of yellow-and-brown EMD F9 cabs and boosters, Alco C420s and RS11s and Baldwin S12 switchers, this line hauls primarily iron ore and taconite pellets from the mines and processing plants to waiting ships at Taconite Harbor on Lake Superior. This program tours the entire line looking at many trains on the road, plus the mine and processing plant operations, and some super footage of the large loading dock on Lake Superior. The narration provides facts as you go, and the main line trains generally use four diesels, mostly combinations of F-units with an occasional Alco Century or GP38 thrown in as a trailing unit. Most of the action was recorded in sunny weather. This program was shot and edited on professional equipment, and the tape flows pretty well. A folded card with a useful map, grade profile and locomotive roster is included. 90 minutes, $33.45 plus $3.00 shipping (Wisc. res. add 5% sales tax).

Feature Reviews



"Massachusetts' Maine Attraction: The Edaville Railroad," produced by Mark I Video, P.O. Box 404, New Milford, NJ 07646; 800/66-MARK1. VHS only, VISA and MasterCard accepted, 60 minutes, $24.95 plus $3.00 shipping (N.J. res. add 7% sales tax).

American narrow gauge railroading has a number of holy grails, but one of the most revered is the dearly departed collection of diminutive operations known as the "Maine Two-Footers." What is not widely realized outside of New England is just how much of the equipment of those railroads survived and the manner in which it came to be preserved in the state where two-feet-between-the-rails originated. This thoroughly researched documentary-style video takes us on a remarkable journey from the 1870s to present day, and its story will both surprise and amaze the uninitiated.

For most of us, Edaville is viewed as an amusement park railroad operating a few old

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24-inch gauge engines around some obscure Massachusetts cranberry farm whose annual contribution to our lives surfaces once or twice a year alongside the holiday turkey. However, as narrator Jim Boyd quickly points out, the Edaville has been around for full half a century and has become as legitimate an entity as its Maine predecessors.

With Baldwin 2-4-4Ts 7 and 8 doubleheading a passenger train during the 1991 Railfan Weekend, narrator Boyd gives a brief overview of the origins of today's Edaville. Following the main title, the scene shifts to Wales and a look at the Festiniog Railway, the slate-hauling narrow gauge that inspired George E. Mansfield to promote the construction in 1877 of America's first two-footer, the short-lived Billerica & Bedford in Massachusetts. The two-foot seed was planted in Maine when the B&B equipment was moved to Farmington to form the Sandy River Railroad. This early history is covered in still photographs, but as the narration moves to the creation of the Sandy River & Rangeley Lakes we are treated to the first of the wonderful 1930s film action scenes that make this tape first class.

The mystique of the two-footers is immediately evident in the black & white scenes filmed by Lawrence Brown, Ed Gay and other photographers who focused their movie cameras on Sandy River & Rangeley Lakes and Bridgton & Harrison activities. After some SR&RL yard scenes in the winter of 1933, we see an engine at speed with snow flying ahead of its pilot-mounted plow and a tiny 2-6-2 trailing its open platform combine across a steel bridge viewed through a veil of falling snow. Even those who have seen the original silent films will be struck by the new dimension they achieve in this video with perfectly synchronized sound — a phenomenon that kept this reviewer guessing until he realized that present day recordings of the very same engine types (and in some cases, like Bridgton & Harrison No.8, the specific locomotives themselves) can be made today at Edaville.

Using maps to orient the viewer, the rise and fall of each of the five Maine systems is covered. Boyd notes that the research for the videotape was the inspiration for his two-foot feature in this issue, and both the tape and magazine article follow similar formats.

One of the last two-footers to go was the Bridgton & Harrison, the railroad that would be the key element in starting Edaville. A series of early fantrips on the B&H are covered in some of the most remarkable black & white and color footage one could ever hope to see. An August 1938 excursion with 2-4-4T No.8 was covered by two different photographers, whose works are combined to give us an accurate chronology of the trip, including views of the Armstrong bucket coal loader, the arrival of the Maine Central connection, the narrow gauge trainload of gondolas overflowing with railfans dressed in coats and ties and an historic look at the Bridgton yard. A trip later that year in winter is documented in excellent color, followed by additional black & white footage of the line being dismantled in 1941 using engine No.7. Anyone shooting video today would be well advised to study the subject matter and camera techniques of these early veterans, especially in the way they use people to give life to their scenes.

The remarkable events leading up to the construction of the Edaville and its early years of operation are discussed over an excellent selection of still photos and vintage film. Early operations — including one run to the literal "end of track" — and construction of the museum and miniature village, the winter Festival of Lights and the railroad's search for an identity after the death of its founder are all covered. The impact of the various operators over the years is very evident. Also, some surprising facts emerge. For example, on two occasions in the 1950s Edaville provided equipment and motive power to amusement park railways in New York and Massachusetts. It is also pointed out that the original intent of Ellis D. Atwood's railway was to provide transport for cranberry farming and not just tourism.

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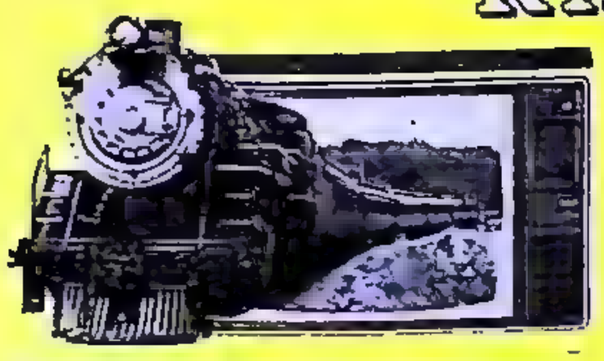

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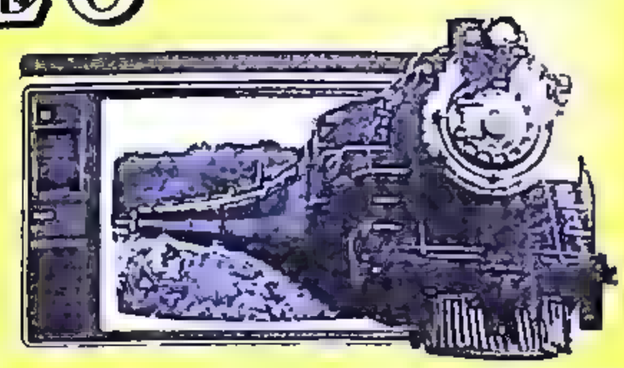

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"The Northeast Corridor Part I" Trackside action from Amtrak's Sunnyside Yard, Queens, N.Y. to Newark, N.J. featuring Amtrak, Long Island, N.J. Transit and PATH trains, towers, stations, tunnels and bridges. One Hour 33.45

"The Northeast Corridor Part II" Trackside action of Amtrak's N.E. corridor between "Hunter" tower at Newark, N.J. to "Union" Tower at Rahway, N.J. featuring trains of Amtrak, N.J. Transit, and Conrail as well as towers, bridges, tunnels, and stations.
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"Northeast Corridor, Part III" Passenger and Freight trackside action from Colonia to Trenton, New Jersey.
Color, Sound, One Hour 33.45

"Amtrak's Harrisburg Line" Trackside action on the former PRR (now operated by Amtrak) between Harrisburg and 30th Street Station, Philadelphia, PA featuring trains of Amtrak, SEPTA and Conrail with a variety of equipment.
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"Burlington Northern E-8 Diesels" Trackside action of BN E-8 diesels in passenger service on Chicago commuter lines and Chicago Union Station at rush hour. Color, Sound, One Hour. 33.45

"Tracking The Big Apple" Trackside action of New York City elevated lines, Metro-North at 125th St. Station, and the Long Island Rail Road. Color, Sound, One Hour 33.45

"The Hudson River Lines" Trackside action on the former New York Central (now operated by Metro-North) featuring a variety of Metro-North equipment, Amtrak Turbo and FL-9, and Conrail freights. Color, Sound, One Hour 33 45

"Conrail Fast Freights-The Middle Division" Trackside action of freight and passenger trains between Lewistown and Enola, PA. Color, Sound, One Hour 33.45

"Conrail Fast Freight - Juniata Rails" Freight and passenger trackside action between Lewistown and Altoona, Pennsylvania. Color, Sound, One Hour 33.45

"Conrail Fast Freights - The Lebanon Valley Line" Lots of run-by action on the former Reading Lebanon Valley Line between Harrisburg and Palmyra, Pennsylvania.
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"Conrail Fast Freights-The River Line" Trackside action of Conrail freights on the Hudson River line.
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"Railroading In Canada" Variety of motive power and train consists on Canadian freight/passenger moves at midwest locations. Color, Sound, One Hour 33.45

"Trolleys Of Philadelphia" Trackside action of PCC, Kawasaki and trackless trolleys in Phila., PA. Color, Sound, One Hour ... 33.45

"Trolleys Of Pittsburgh" Trackside action of PCC cars in Pittsburgh from 1975 to 1980. Color, Background Music, One Hour 33.45

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3. **"Safety At The Crossroads"** B&W, Sound (Reading Co.)
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"PRR Vintage Movies" Produced by the PRR
1. **"What In Blazes"** Color, Sound
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3. **"GG-1 Head-End Highlights"** B&W, Sound
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"Classic Railroad Archives Volume II" Three vintage railroad movies produced by the AAR.
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2. **"Big Trains Rolling"** (1952 version)
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with a look at engines 7 and 8 doubleheading during the 1991 Railfan Weekend and a description of their mechanical and operating specifications — and an explanation why the modern No.8 (the last two-footer built for use in the U.S.) carries its backdated diamond stack and big headlight appearance.

We then move on to the details of ex-Monson 0-4-4Ts 3 and 4, followed by GE diesels 1 and 2. Contemporary video and vintage black & white film illustrate Edaville's ex-SR&RL 1926 inspection car No.2 and railbus No.4. Mark I's camera then follows the origins of some of the rolling stock before moving into the Edaville shop where the original belt-driven tools from the Bridgton & Harrison are used to maintain today's equipment.

Coaling and watering on the Edaville are shown, followed by an interview with engineer Bob Howland as he goes through the procedure for firing up No.3. We then climb aboard No.4 for a ride around the plantation and a look at activities in the park. During the ride, Mark I's camera roams freely aboard the train and locomotive, and you get unusual views from engine-mounted "Chooch-Cams" and the live camera riding the running board ahead of the cab — and the stack talk would do a 4-8-4 justice!

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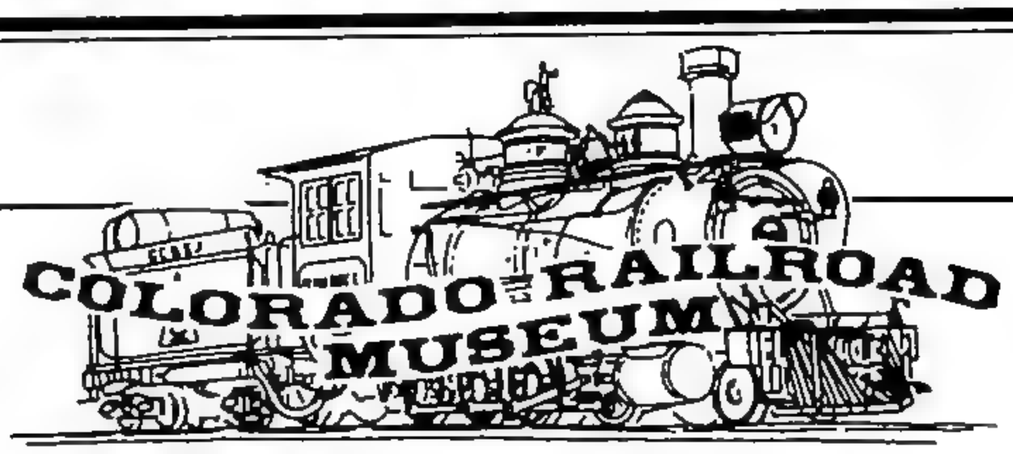

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Upon completion of the ride we see in action this month's cover photo of No. 7 lettered Bridgton & Harrison across the bog of bright red berries. There are additional views from that special Railfan Day in 1991 of the photo freight and a lovely reflection shot of the mixed train before the camera takes us for a quick look at cranberry harvesting operations. A delightful bit of night photography carries us into the credits, and the tape ends with a wonderfully atmospheric scene of Numbers 8 and 4 softly entering the enginehouse to bed down for the evening.

This is an example of a video that can be both entertaining and informative. The quality is outstanding in all respects and further establishes Mark I as one of the leading production companies in the hobby — JACK NEVILLE.

"The Empire Builder: Discovering the Great Northwest," produced by KXLY-TV, 500 West Boone Ave., Spokane, WA 99201. Check or money order accepted, 48 minutes, $34.00 (Wash. res. add 7.9% sales tax).

Few railfans have the resources available to enlist a television station to pay homage to a favorite train, but John Yeager, a producer at KXLY-TV in Spokane (an "avid rail enthusiast and model train collector," to quote the press release accompanying this video) grabbed two cameramen and hit the road to Chicago, creating this look at Amtrak's *Empire Builder*. The production originally was a series of "Positively Northwest" segments airing in November 1991.

Along with the standard chestnuts you'd expect from any mass-appeal television special on Amtrak trains (numerous references to the "romance of railroading," interviews with passengers as to why they take the train, and plenty of harmonica-and-banjo "choo choo" music), this tape looks at the empire Jim Hill's Great Northern helped to create.

It's a journey which features the train as a backdrop for several short vignettes on the people and history of the region the train serves.

The trip starts in Chicago, and Yeager immediately touches on several standard themes of Americana: the gospel roots of black train-service workers, baseball (at a Brewers game in Milwaukee), small-town America (at a bed-and-breakfast in Wabasha, Wisconsin), and the steam-railroading past (at the Mid-Continent Railroad Museum at North Freedom, Wisconsin).

It's all okay stuff, but nothing we really haven't seen before on television. The tape kind of drags a bit until we hit Minneapolis, where we get a crash course in Jim Hill's dream of opening up the Northwest. Then the pace quickens noticeably as we zoom out across the prairie, stopping only to attend a Great Northern Historical Society convention in Minot.

The tape really shines once we hit the Rocky Mountains. Glacier National Park's beauty is inspiring as we hike with a music professor who composes symphonies to match the scenery. Some contemporary views of the Amtrak train mesh with vintage color footage of the Great Northern's Empire Builder on Marias Pass and anecdotes of those GN days by retired BN vice chairman Robert Downey. Old black and white films of Great Northern box motors help to tell the story of the 7.79 mile-long Cascade Tunnel.

There's plenty of aerial footage across the

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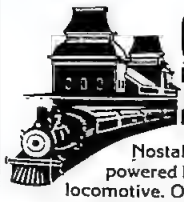

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Dakotas, and pacing and cab ride scenes in the F40 diesel across the Rockies and Cascades. One can rightly feel of envious of the Amtrak crews who get paid to work over the spectacular scenery. Railroad enthusiasts get their five minutes of fame, too: as the train nears Seattle, the cameras accompany Wenatchee "foamer" Chuck Strawn as he photographs the *Builder* along Puget Sound. Yeager notes that "railroad folk tend to joke about people like him."

The narration, editing and camera work are first-rate. I lost interest in the travelogue-type stuff in Seattle and the Midwest, and a couple of the musical selections were a bit corny. But it's still a nice look at one of Amtrak's most successful trains. People make these trains work, and Yeager's crew doesn't forget it.

The review copy of the tape came with just the blank VHS "slip-case" and no fancy packaging, at $34.00 the 48-minute show is a little pricey compared with some railfan-oriented tapes. But this is first and foremost a general-interest tape that may appeal to railfans, and it's not often in rail videos you see professionals who know how to weave several diverse elements of a story — in this case, the story of America's westward expansion — into a cohesive and entertaining package. — BLAIR KOOISTRA

We'd like you to meet...

Dick Wirthman

Richard E. Wirthman, the author of the feature on the BN's Ottawa Branch, was born in Kansas City, Kansas, on July 7, 1926. He attended many public schools in Kansas City, Kansas, and Missouri, as well as a year in Gallup, New Mexico — it was the depths of the Depression, and cheaper rent was a driving force for his parents. As a kid in Kansas City, Dick remembers his parents taking him to see the British *Royal Scot* steam locomotive on its U.S. tour, as well as Union Pacific's new M-10000 streamliner.

In Gallup his father worked at his uncle's gas station, and Dick remembers miles and miles of orange refrigerator cars, an 0-6-0 "with very loose rods" and all those Santa Fe passenger trains behind 4-8-2s. After the family moved back to Kansas City, Dick graduated from Ward High School in 1944.

With World War II in full fury, he worked at the Pratt & Whitney Aircraft engine plant until VE Day and then spent a few years in private aviation as a mechanic. In 1948 he went to work for Eastman Kodak as a service technician, serving in various management capacities in St. Louis, Rochester and Chicago, retiring in 1989 after 43 years.

A lifetime interest in aviation, railroading and "serious" music, as well as many years in night school in pursuit of a degree while working for Kodak ("every time I'd get close, they'd move me") has provided a lot of grist for an active word processor. Photographic skills acquired while at Kodak have been an asset in preparing stories for publication.

Most of Dick's early rail photos were lost in a house fire in 1965 — "there was some interesting and unusual steam stuff" — but he has continued to photograph trains in his travels. When working in Rochester he watched the Lehigh Valley and B&O give way to Conrail and Amtrak, and he made trips to numerous Northeastern haunts like Horseshoe Curve and the East Broad Top winter railfan weekends.

Dick now lives in Naperville, Illinois, — "within sight of the EJ&E until they built too many houses in the way" — and keeps tabs on the local roads like the EJ&E and the BN at Eola. He is a member of the Chicago-area "Roundtable" railfan social group, where he regularly meets other R&R contributors. Dick is married and has "ten kids scattered from Denver to Long Island," and his wife "tolerates" the trains. This is his first feature for R&R, but he is already working on others in the Midwest area.

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Camera Bag

BY JIM BOYD

The Well-Equipped Railfan

GUEST COLUMNIST: DAVID R.BUSSE

What exactly are the necessities of railfanning? On recent train-hunting expeditions, ranging from the wilds of British Columbia to the flatlands of Arkansas, I've tried to boil it down to a quick list.

It started last year with a group of Los Angeles area railfans on a Delta 727 bound for northwest Montana to chase trains for a few days. We were easy to spot, with our camera bags, tripods and shoulder bags pushing the carry-on luggage rules to the maximum. With three pieces of cabin baggage and four more large checked bags in my name, someone asked what the heck I was carrying. Answer: "Everything!"

The explanation was quite logical: three tripods, two scanners and antennae, four 35mm cameras, nine lenses including a big one in its own case, several dozen large flashbulbs, three flash guns, winter clothing, slides to trade, topographic maps, employee timetables, a cooler for adult beverages, etc., etc. And this, I reminded everyone, was my idea of "traveling light." My personal record (on a video-shooting expedition) was 21 cases of checked baggage.

Having done a fair amount of domestic and international travel over the years chasing trains, news stories and occasionally combining the two, I decided on that long Montana weekend to begin a list of a dozen or so essentials for railfanning expeditions. Excluding specifics about camera equipment, which is entirely an individual choice, this is my "don't leave home without it" list, good for a one-day expedition by car to the local "hot spot" or a month-long trip into the outback. And I am by no means "perfect" — just about every item on this list got there "the hard way" because of a near disaster somewhere on one of my trips.

Additions and suggestions are welcome. And, you might pass this along to friends and relatives as a standing list of railfan gift ideas:

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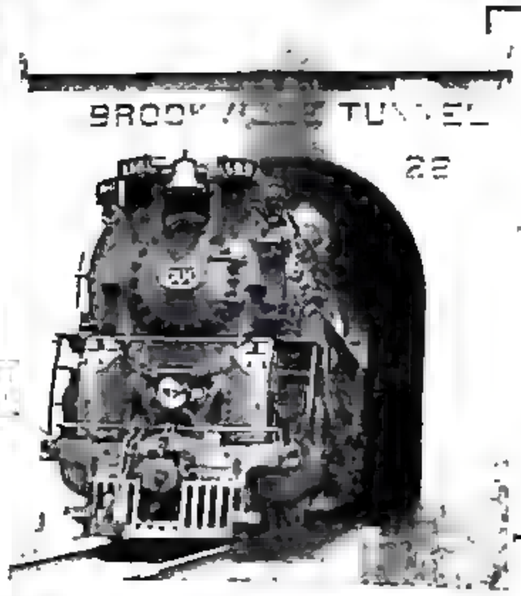

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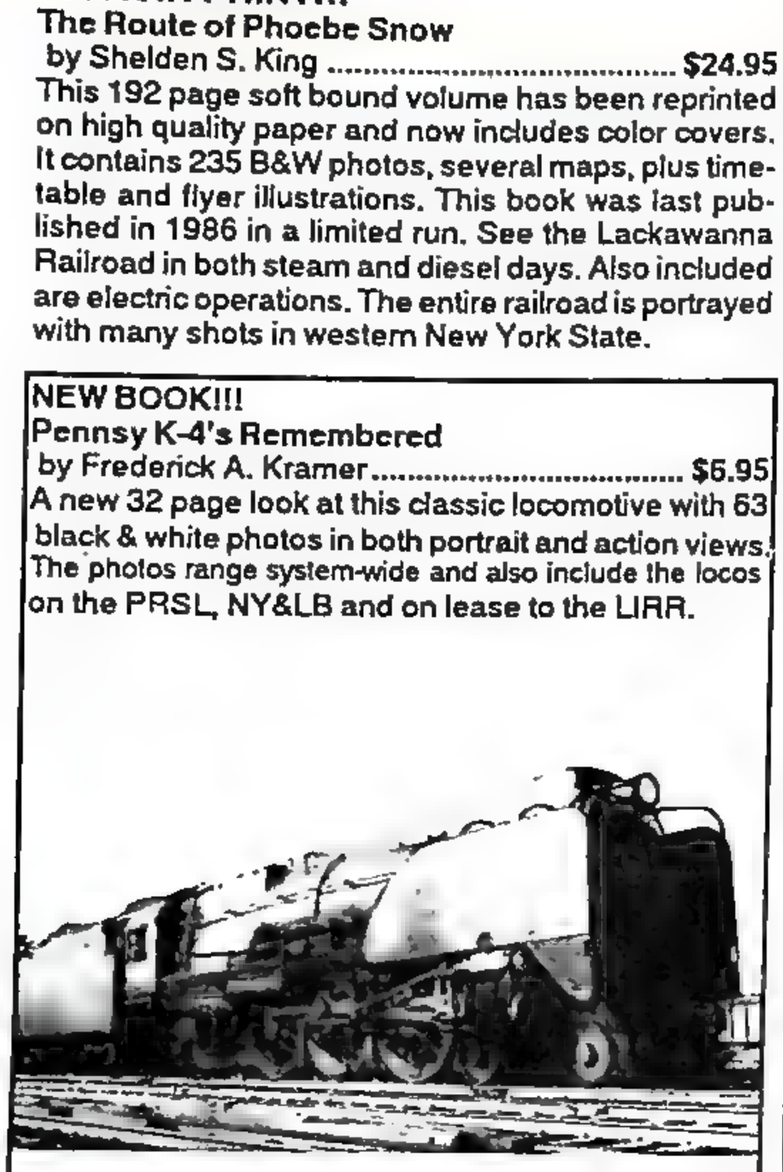

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RAILROAD AVENUE ENTERPRISES

"railfan," "rail photographer," etc. Very handy to have when you run into other fans and a "must" for introducing yourself to railroad officials. You'll be treated better at any rail facility when you show up unannounced, asking for photo permission and drop a business card on them — although a guard on Mexico's S-BC let me into Benjamin Hill shops years ago when I presented my Malibu Grand Prix driver's license as ID. If you're going to a place like China or Poland chasing steam engines, have some cards made with English on one side and the local language on the other. In some Far Eastern countries, presenting one's card is a high compliment.

Extra Car Keys — A cheap way to avoid embarrassment. I carry a spare set in my wallet, another in my camera bag and keep my key numbers recorded in my wallet. Chasing trains out of town with a friend in a rented car? Sometimes the rental agency will give you a spare set for your friend if you ask for it when you reserve the car; otherwise, stop by a hardware store and have a spare set made. Some rental places will reimburse you if you give them the spare set. Oft-heard on steam chases: "Who's got the keys," and "Anyone got a coat hangar?"

Travel Alarm Clock — Don't ever trust your "body clock" or the hotel operator to roust you at the appropriate hour. Also helpful when using car as hotel room or trying to stay awake in some slide shows!

Loads of Spare Batteries — Before you leave, go to the local discount store and load up on AA's for your motor-drive and the weird small ones that power most newer cameras. It's cheaper that way — you'll pay through the nose when you're buying batteries on the road, if you can even find them! Always carry two extra camera batteries in case one is a dud (happens more often than you think). I stuff every extra inch of my camera bag with spare batteries. Shooting home video? Take at least two extra rechargeable camera batteries along with proper electrical adapters if you're going to a foreign country.

AAA Membership — Getting your car "unstuck" on a railroad access road just once a year justifies the annual membership fee. In California they also publish some fine railfanning maps which are free to members and even include the names of railroad sidings —their "Indiana Country" map is the definitive train chasing guide for Arizona and New Mexico. AAA also happens to be a very good travel agency for booking train and plane reservations, getting international driver's licenses and so on.

An Igloo "Playmate" Cooler — Buying junk food, soda pop and other staples in the morning is cheaper and faster than stopping during the day and buying Cokes one-at-a-time from vending machines and 7-11s. And having a well-stocked cooler with you is convenient when the train action is so heavy you just can't stop for food. The Igloo "Playmate" is also sturdy enough to double as a checked-baggage shipping case — I seal mine with gaffer tape, pack the scanner stuff in it on "fly-in" chases and check it as baggage.

Photographer's Vest — There are many varieties, but the Domke "Press" and "Traveler" models are superior products for comfort, utility and wear. Find them at better camera stores for about $75. *You can never have enough pockets when traveling*, and these vests are big enough to carry notebooks, extra film, exposed film (in a zippered pocket), employee timetables, airline tickets, rental car contracts, extra keys, a couple lenses, portable scanner, munchies, etc. Banana Republic stores sell several kinds of vests that look nice but get too hot in the summer and fall apart after heavy use (I've gone through three of theirs).

A Small, Two-Step Ladder — A *must* on steam chases and fantrips. Been on a photo line lately? If you get to the good spots late and don't have sharp enough elbows to weasel your way between photographers, a small loop ladder from a hardware store gets you "above the crowd." Check it as baggage on trips or buy a "cheapie" when you get there and throw it away when you're finished. Mine has lasted four years, dozens of flights and cost about $12 at a local paint store. Watch the TV news reports on the campaign trail this fall and look at how many TV and still photographers are seen in the background carrying ladders!

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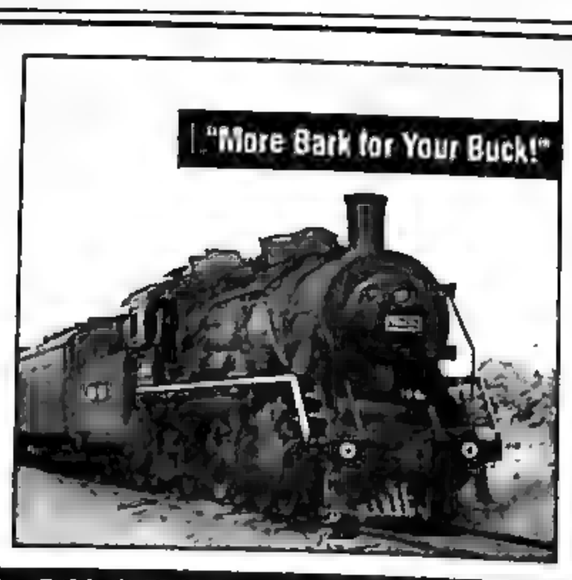

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RAILFUN
by CURT KATZ
AH...IT'S THAT SEASON AGAIN....
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I WAS REFERRING TO OUR SOFTBALL TEAMS, NOT TO OUR STEAM EXCURSION PROGRAMS.

could one seriously expect to find trains without either one of these? Don't forget a charger and whatever cables you may need to hook the scanner up to a rental car.

Gaffer Tape — Not the silver, gooey "duct tape" they sell at hardware stores and Radio Shack but the good-quality cloth stuff you can find at better professional photo supply places. It's the universal fix-all, good for mounting scanners on rental car floors, making spot-repairs of busted luggage, sealing coolers used as shipping cases (see above), fastening portable scanner antenna wires to rented Cadillacs and thousands of other things we haven't even though of. Old "duct tape" damages finish on cars, pulls linoleum off floors and leaves a yucky residue — true gaffer tape costs a bit more but is stronger and leaves no residue.

Tool/First Aid Kit — Take a small set of screwdrivers, pliers, wire strippers, plastic wire-ties, etc. Especially useful for fast installations of scanners and other electronic devices in rental cars or altering hotel TVs to view rail videotapes you shot during the day. Use the wire-ties as luggage locks if you have soft, zip-up luggage. Also carry at least a small flashlight, preferably two of them. Pack some large plastic trash bags for protecting equipment in wet weather. Trash bags also are good for their real purpose: trash collection. First aid kit should have the bare essentials plus Pepto-Bismol, aspirin and other "remedies" for questionable railfan cuisine.

Swiss Army Knife — If there is one item on this list that is the most important, this is it. The quintessential knife/saw/scissors/tweezers/bottle-opener/toothpick-carrier do-it-all tool for the serious traveler/photographer. Comes in a variety of sizes and prices — the medium-sized ones seem to be the best. Get a case to carry it on your belt for quick access.

Finally, double-check all your camera gear before leaving. Going on one of those once-in-a-lifetime trips to shoot steam in China, Garratts in Zimbabwe or doubleheaded steam over Cajon? You might take all your cameras to the local repair station to go over shutter speeds, light metering and everything else that can go wrong. I send all my stuff to get cleaned/lubed/checked every 18 months or so, and it is money well spent.

Whether you're taking one camera bag or a dozen and three Sherpas to carry everything, don't forget a checklist. Packing and traveling by memory invites problems. If you travel with three or four bags, number each one and make a note of what's in each one. Don't forget the Kodachrome. Happy shooting!

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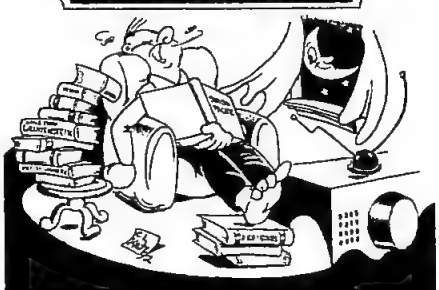

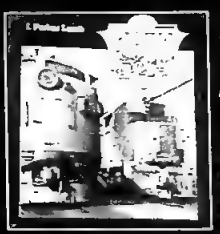

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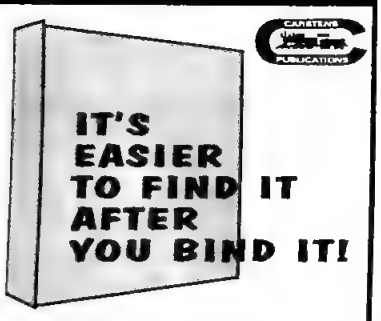

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Transit Currents

New Jersey:

New Jersey Transit will be spending close to half a billion dollars in the next few years on rail transit improvements. Big news for 1992 is the kickoff of construction for the completion of the Kearny Connection. This will eventually be a $71-million project that will tie together the electrified former-Delaware, lackawanna & Western commuter lines (Morristown main line and the Gladstone branch) with the former-Pennsylvania Railroad commuter operations on the Northeast Corridor into New York's Penn Station. The savings for the Gladstone and Morristown riders will be at least 15 minutes in travel time. At present these riders must go through Hoboken and transfer either to Port Authority Trans-Hudson (PATH) trains or to a ferry in order to reach Manhattan. With the Kearny Connection, riders will be able to take trains directly into Penn Station in Manhattan. This was made possible by the conversion of the ex-DL&W lines in 1984 from 3000-volts d.c. to 25,000-volts 60-cycle a.c. and equipping the route with m.u. cars and ALP44 locomotives that can operate directly onto the 11,000-volt 25-cycle a.c. of the Corridor. One portion of the Kearny Connection is already in place, permitting trains out of Hoboken to head directly onto the Corridor and into Newark's Penn Station, although not yet used for scheduled movements.

Permitting the DL&W line trains into Manhattan's Penn Station, however, will be the much greater operational advantage, but in order for this to pan out, there will have to be increased capacity made available at Penn Station. The Kearny Connection should take upwards of three years to build and probably will not see any service until at least 1995.

That year will also see at least the start of work on yet another major New Jersey Project, the Secaucus Transfer, a station to be built on several levels where the NJ Transit ex-Erie main line crosses under the Northeast Corridor. The purpose of the Secaucus Transfer will be to provide enormous increases in convenience for rail travelers and help woo more people away from their automobiles and onto the railway cars. When the Secaucus Transfer is finished it will permit residents of the New York counties of Rockland and Orange and residents of Passaic, Hudson and Bergen counties of New Jersey to travel with ease to midtown Manhattan, Newark or western and southern parts of New Jersey.

Railroad Electrification

Among the major industrial nations of the world, the United States is in the singular position of not having much in the way of electrified railroads. The reason given is the high cost of electrification and the fact that not that many of our rail lines have such heavy traffic as to justify that high cost. The most recent push toward electrification has come in conjunction with the commuter railroads that are being planned and developed along existing rights-of-way in the Los Angeles area.

Silas S. Warner wrote me an interesting letter with some thoughts about main line electrification in the United States. As readers of this column know, the Southern California Edison Company has made it clear that it feels that diesel locomotives to be used to propel the commuter trains planned for the Los Angeles area would produce enormous emissions of nitrogen oxide. Indeed, it is claimed that this emission would be greater than that produced by the automobiles replaced by the operation of the commuter trains. In the spring and summer of 1991, the Edison Company proposed to pay an estimated $80 million of the cost to electrify the Southern Pacific portions of the commuter rail network, with more electrification to be carried out as additional lines are purchased and put into operation. The county commissioners were suspicious because Edison was going to supply the power, and yet power sales would probably never repay the capital cost of the electrification.

However, Mr. Warner writes that the diesel emissions problem isn't just a scare tactic but is the heart of the plan. Under federal emissions trading laws, the Edison Company can clean up other sources of pollution — such as from the diesel locomotives propelling the commuter trains — for credit against its own emissions at its power plants. The cost of cleaning up Edison's plants is estimated to be about $700 million, so $80 million to clean up the railroad's diesel fumes is not a bad deal if the cost figures and pollution estimates are accurate.

The thought is an intriguing one. We may see power companies involved in electrifying commuter rail operations in other parts of the country. It is also possible that main line railways could be ripe targets for electrification. One of my colleagues here at I.U. has estimated that the diesel locomotives used to haul the low-sulphur coal from Wyoming to Midwestern generating plants may produce more sulphur emissions than that which is cleaned up in our Midwestern plants by mixing low-sulphur western coal with the higher sulphur coal from Indiana and Illinois. This

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

The Kearny Connection

is one to think about. Thanks again to Silas Warner for his interesting letter.

Newton Centre Station

Henry Hobson Richardson was one of America's great architects. One of the things he did in a golden period of productivity was to design railway stations. Recently Richardson's century-old Newton Centre station on the Massachusetts Bay Transportation Authority's commuter rail line got a new lease on life and has been renovated as a station. It also contains quarters for a popular restaurant, The Coffee Connection. Private as well as public money paid for the station rejuvenation.

Across the nation, many historic and often architecturally-significant former stations are finding new life as railway stations as well as other purposes. This is good not only for transit and rail enthusiasts but also preserves an important part of America's heritage. (Mike Schafer, the former editor of *Passenger Train Journal* and now a partner in Andover Junction Publications, says his life's ambition is to buy a restaurant and make it into a railroad station.)

ETBs and Dayton

Let's straighten out the ETB thing first. There has been a lot of confusion over what to call trolleybuses. I mean the real honest-to-goodness ones with the two poles on top and the twin overhead wire. There are a lot of ersatz buses that are really gasoline or diesel-powered, rubber-tired buses, but which are decked out to look like old-fashioned, turn-of-the-century electric street railway cars. These pallid imitations have come to be called trolleybuses. The question is, what do you call the genuine article? The powers that be have decided that they are going to be called electric trolleybuses or ETBs.

Why, you ask, should anyone reading this magazine care? Because electric traction appears to be very much in the future of public transportation in the United States and, where some of the major bus lines do not involve sufficient traffic to warrant being made into rail lines, they may very well be converted to ETBs. More to the point, the power distribution system for the two modes — ETBs and light rail — are not terribly dissimilar, and there are possibly attractive economies of scale for a transit system that used both ETBs and LRVs. (And besides, anyone who has ever ridden the "night owl" run from West Allis into downtown Milwaukee on a cold, winter night and felt the power of that old "ETB" taking liberties with the speed limit and humming to the sound of the traction motors, will remember the thumping of the trolley poles on the roof and is quite likely to forgive its lack of steel wheels and rails — J.B.)

And now to Dayton, where the Miami Valley Regional Transit Authority, which had been threatening for several years to do away with the ETBs, received the good word from consultants Booz, Allen & Hamilton that they should keep the real trolleybuses. In a 7-to-2 vote, the board of trustees voted to retain and refurbish the trolleybus system. Harvey Hylton sent along a copy of Resolution 91-12-4, Policy Decision on Electric Vehicles. The resolution says that "The board of trustees directs staff to: (1) develop a plan to refurbish, not replace, the overhead/substation infrastructure; (2) Make application for Section 3 (discretionary) grant funds to the maximum level possible for electric trolleybus procurement and infrastructure refurbishment; (3) Work with other transit systems who (sic) are currently developing electric trolleybus procurement specifications to minimize acquisition costs; (4) Immediately plan for the utilization of existing grants, with funds deobligated on or after September 30, 1993, to begin overhead/substation refurbishment; (5) Develop a specific trolley renovation/service implementation plan for the board's consideration, which integrates recent studies and legislative mandates with a comprehensive bi-modal fleet service plan; (6) Work with the Miami Valley Regional Planning Commission and Regional Air Pollution Control Agency to develop a revised environmental strategic plan and vehicle replacement schedule for board adoption and community concurrence; (7) Obtain trustees' approval for any interim electric overhead changes prior to board adoption of a final comprehensive service plan. This would not prevent staff from acting to protect the public safety in an emergency or sustain daily operations."

The mandates of the 1990 Clean Air Act, and the newly reauthorized federal mass transit act, may work in concert to stimulate a level of interest in electric traction that has not been seen in more than three quarters of a century.

Domes on Market Street?

If you are like me, you have probably been disturbed by the fact that the escalators into the BART stations and into the Washington Metrorail stations are often open and exposed to the elements. I always thought such devices should be enclosed to keep the weather and wear and tear from them.

Apparently the good people at BART feel the same way. According to information sent by Tom McGarry, BART is considering putting glass domes over the BART station entrances along Market Street. The rapid transit district wants to shut out the wind and rain at 49 of the station entrances around the Bay by installing 16-foot-tall steel frame canopies paneled with tempered glass to shelter the escalators. It is the hope that

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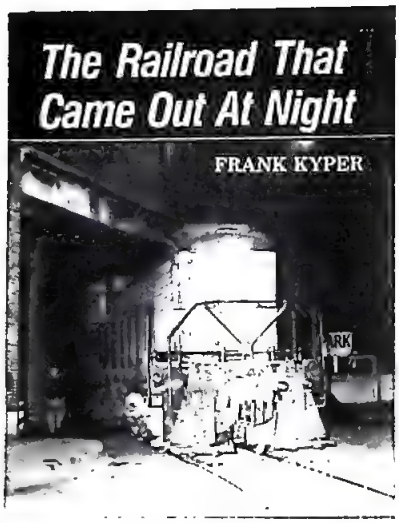

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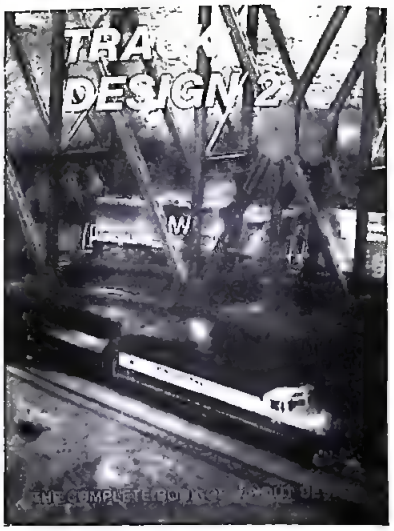

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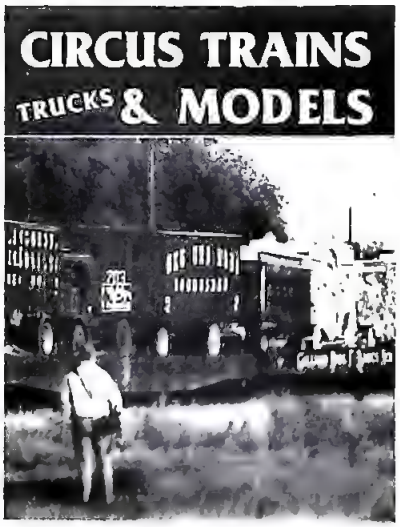

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the $700,000 that BART spends each year on repairing escalators crippled by exposure might be cut down somewhat. San Francisco officials are not terribly thrilled by this at first blush because of the powerful impact such glass domes might have on Market Street. It is felt that if they were properly done it might not be too hard to take, but there is legitimate concern.

A Rail Line in Omaha?

Curtis L. Katz (yes, the R&R cartoonist) sent some news about Omaha. The mayor of that fair city in early December 1991 directed his staff to look into building a light rail line between the old market area and the Henry Doorly Zoo. The mayor envisions a rail line along 19th Street that would pull together two of Omaha's biggest tourist areas. Who knows; maybe there will be light rail eventually in Omaha. After all, Memphis is building a light rail line as a downtown distributor. Again, thanks to Curt Katz.

Flashes

SEPTA is going to perform a mid-life overhaul on its fleet of 231 Silverliner cars, built back in the early 1970s and now approaching 20 years of age. The work calls for replacing existing power and braking systems with state-of-the-art equipment. SEPTA is also going to create a new facility at the Bridge-Pratt terminal of the Market Frankford subway elevated. The Bridge-Pratt terminal will be dubbed the "Frankford Transportation Center." The terminal will be built to serve not only the El but also 13 bus and trolleybus routes. The new station will be located on the site of the present parking lot next to the rapid transit storage yard. Loading facilities for buses will be constructed beneath the main station level. Above the station will be a car park for 1000 automobiles.

According to Clarence E.G. Price, the **TORONTO TRANSIT COMMISSION** has voted to close down its electric trolleybus operation. It is part of a move to help slash $31 million from the operating budget for 1992. The nine ETB routes that service the area will be replaced with natural gas and diesel buses. I expect there will be a flap over this.

The 6th of December, 1991, saw **JOHN J. HALEY, JR.**, the general manager of the Massachusetts Bay Transportation Authority, at Back Bay station during rush hour buttonholing commuters. He wants comments, suggestions and ideas from MBTA customers. Haley has publicly promised that this is more than an idle exercise and that MBTA is going to pay a great deal of attention to what the customers say about the transit system. Promotion for the program involves a picture of Haley next to an MBTA map with the caption on the poster saying "Tell Me Where to Get Off."

A super attraction is the **ILLINOIS RAILWAY MUSEUM** (P.O. Box 427, Union, IL 60180, 815/923-4391). The museum publishes a superb small magazine (I can't really call it a newsletter) called the *Rail and Wire*. Big news in a recent issue was a 1.75-mile extension to the main line. Also interesting is that the museum was the site of part of the filming of the movie *A League of Their Own*, about the women's professional baseball league in the World War Two era. Oh, yes, a new shelter was also added at Depot Street to make the trolley line at the museum more user friendly.

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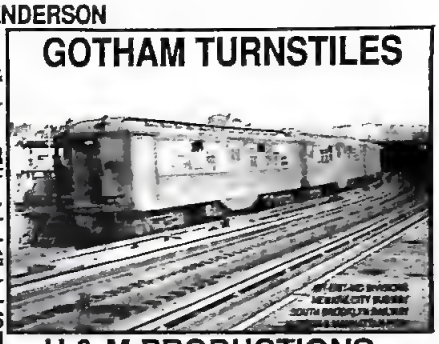

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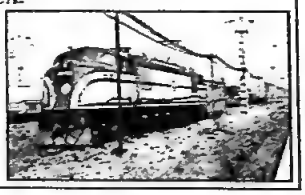

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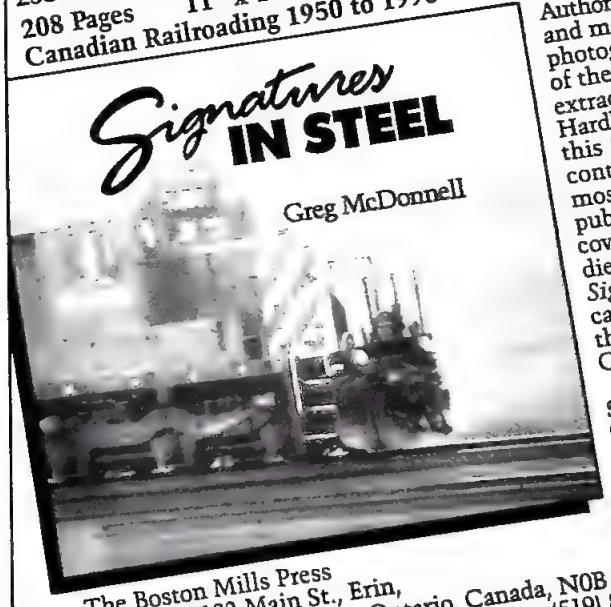

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JUNE 21,1992 (SUNDAY)	W. LEESPORT, PA (STEAM No.425)	- TAMAQUA, PA "SUMMERFEST '92"	$24.00/$5.00	$44.00
JUNE 28,1992 (SUNDAY)	W. LEESPORT, PA (STEAM No.425)	- MINERSVILLE, PA	$25.00/$5.00	$45.00
JULY 4, 1992 (SATURDAY)	W. LEESPORT, PA "CHRISTOPHER COLUMBUS SPECIAL" (STEAM No.425)	- JIM THORPE, PA	$35.00/$5.00	$55.00
				NO CHILD DISCOUNTS

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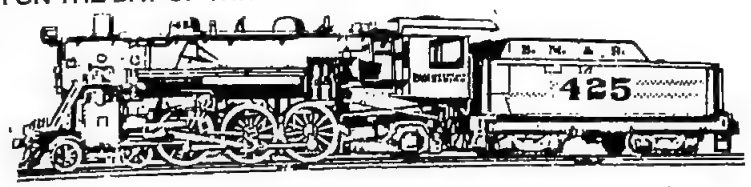

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Saturday, June 6, and Sunday, June 7, 1992

"The Road of Anthracite" — BMR — "The Route of Friendly Service"

SATURDAY, JUNE 6, 1992
on the READING & NORTHERN RAILROAD at W. Crossona, PA.

No. 425 STEAM PASSENGER TRAIN
Ride behind the newly rebuilt Blue Mountain & Reading Railroad steam locomotive No. 425 aboard vintage passenger coaches. Round trip from West Cressona to North Reading (Belt Line Jct.) and return with a photo runby. Limited Vista Dome seats available on first come, first served basis with assigned seats. Depart 9:30 a.m./Return 12 Noon.
ADULT COACH: $20.00 CHILD COACH: $5.00
ALL VISTA DOME SEATS BY TELEPHONE ORDER ONLY. $40.00

NO. 425 STEAM POWERED MIXED CONSIST
Steam locomotive No. 425 will haul empty coal hoppers with coaches added to the consist. Round trip from West Cressona to Tamaqua and return with a photo runby. Limited Vista Dome seats available on a first come, first served basis with assigned seats. Depart 1:30 p.m./Return 7:00 p.m.
ADULT COACH: $20.00 CHILD COACH: $5.00
ALL VISTA DOME SEATS BY TELEPHONE ORDER ONLY. $40.00

R.D.C. 9166 & 9168
Ride rare mileage from W. Cressona into Auburn, then on to N. Reading, PA. and return. With photo stop. Depart 2:00 p.m. Return 4:30 p.m. Adult: $18.75 Child: $5.00

NIGHT PHOTO SESSION
Enjoy a special night photo session at West Cressona Station with the Blue Mountain & Reading Railroad steam locomotive No. 425 and Reading & Northern diesels. Advance ticket purchase required for night photo session, capacity is extremely limited. You will need a tripod, cable release, and an adjustable camera which can be set on "bulb". Professional flash illumination and instruction will be provided. SATURDAY NIGHT ONLY. Starts 9:00 p.m.
ALL TICKETS: $20.00

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RAILFAN PACKAGE DEAL
No. 425 STEAM PASSENGER TRAIN ON R&N, NO. 425 STEAM POWERED MIXED CONSIST ON R&N AND NIGHT PHOTO SESSION. COACH SEATS ONLY - PLUS AN ALL DAY PASS ON THE BLUE MOUNTAIN & READING RAILROAD. THIS PACKAGE DOES NOT INCLUDE TOP LEVEL VISTA DOME SEATING.
A $70.00 VALUE FOR ONLY $42.00.

SUNDAY, JUNE 7, 1992
on the BLUE MOUNTAIN & READING RAILROAD at South Hamburg, PA.

EARLY BIRD R.D.C. TRIP
Start the day off with a morning train ride aboard BUDD Rail Diesel Cars No. 9166 and No. 9168 from South Hamburg to Temple and return. Free coffee, tea and doughnuts served. A photo runby is included. Departs 9:00 a.m. Returns 10:35 a.m. NO SERVICE FROM TEMPLE STATION - THIS TRAIN ONLY. ADULT: $7.00
SENIOR CITIZEN: $6.00 CHILD: $5.00

NO. 425 STEAM POWERED MIXED CONSIST ON OLD PENNSYLVANIA RAILROAD.
Ride behind steam locomotive No. 425 in vintage passenger coaches attached to the rear of a mixed freight train with caboose. Round trip from South Hamburg to Temple and return. Southbound photo runby included. Departs 12 Noon Returns 1:45 p.m. ADULT: $7.00 SENIOR CITIZEN: $6.00
CHILD: $5.00

RIDE BEHIND READING DIESEL NO. 5308 WITH MIXED CONSIST
Ride in vintage passenger coaches attached to the rear of a mixed freight consist with caboose, powered by vintage ALCO Century-630 Reading No. 53008 diesel locomotive. Round trip from South Hamburg to Temple and return with a southbound photo runby. Departs 2:00 p.m./Returns 3:45 p.m.
ADULTS: $7.00 SENIOR CITIZEN: $6.00 CHILD: $5.00

GRAND FINALE
RIDE A READING DIESEL DOUBLE HEADER ON A MIXED FREIGHT TRAIN
Ride in vintage passenger coaches behind a mixed freight consist and caboose, powered by vintage Reading diesel locomotive GP30 No. 5513 and ALCO Century-630 No. 5308. Round trip from South Hamburg to Temple and return with a southbound photo runby. Departs 4:00 p.m./Returns 5:45 p.m.
ADULT: $7.00 SENIOR CITIZEN: $6.00 CHILD: $5.00

OPEN HOUSE
AT SOUTH HAMBURG YARD
Visit the Blue Mountain & Reading Railroad engine house at South Hamburg and see the giant T-1, 4-8-4, No. 2102 under FRA 5 year/48 month steam locomotive inspection. Various other Blue Mountain & Reading Railroad equipment is also stored in the yard area, providing many photo opportunities. SUNDAY 9:00 a.m. - 6:00 p.m.

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COUNCIL BLUFFS RAILWAY NW5 992 (ex-BN 992, nee-GN 192) had its BN green replaced by Great Western red, as seen at Council Bluffs, Iowa, on February 23 (**right**). When CBGR applies the lettering, it will name the unit "*Krista*" in honor of the granddaughter of the president of parent company Great Western Ry. of Loveland, Colorado.

6x7 EKTACHROME. GEORGE R. COCKLE

TULSA-SAPULPA UNION SW7 107 was sporting its recently-applied TSU paint at Tulsa, Oklahoma, (**below**) on January 24, 1991. TSU had acquired the unit from the Davenport, Rock Island & North Western in April 1991. It has retained its original road number of 107 throughout its 43 years of service on NP, BN, DRI&NW and now TSU.

KODACHROME: DAVID SMITH

MOUNTAIN CEMENT GP7 1589, seen at Laramie, Wyoming, on January 3 (**below**), has replaced the company's GE 70-tonner and now does all plant switching. Mountain Cement connects with UP on the south side of Laramie.

KODACHROME: VINCENT J. PORRECA

KODACHROME: JOE BROCKMEYER

GREAT WALTON RAIL COMPANY GP9 6580 was at the short line's engine facility and CSX interchange point in Social Circle, Georgia, on January 7 wearing new paint obviously inspired by the classic Southern Railway passenger scheme.

SOUTH ORIENT RAILROAD GP9s 202 and 203 were heading toward Ballinger, Texas, on a Santa Fe local when seen passing through Brownwood on February 27 (**below**). Coupled behind the two Geeps were Santa Fe full dome 60, chair car 62 and observation car *John S. Reed*. On February 28-29, the units led the cars as South Orient's inaugural train running Ballinger-San Angelo-Presidio. The 202 and 203 are among five GP9s which National Railway Equipment shopped and painted (in a Lackawanna-inspired scheme, of all things) for South Orient's new operation on 396.3 miles of ex-Santa Fe track (April 1992 RAILNEWS).

KODACHROME: J. STEPHEN SANDIFER

GREEN EX-BCR ALCOs are being leased to Mexico's FNM by GE along with the red, white & blue ones shown on page 4 of the May issue. M630s 712 and 713 were wearing new FNM heralds (**below**) at Benjamin Hill, Sonora, on February 18, 1992.

KODACHROME: PAUL HUNNELL

UP 3985, TEXAS AND CLINCHFIELD 675 During 1992 Union Pacific plans on putting some real miles on 4-6-6-4 3985. In addition to working its way to and from the NRHS National Convention in San Jose, California, during July (see TIMETABLE), the 3985 will barnstorm Texas to coincide with the Republican National Convention in Houston. Though exact trip details are still being worked out, 3985 is presently scheduled to depart Cheyenne on August 7 and run via Kansas City and Coffeyville, Kan., to Houston where it will be on display for the Convention between August 14 and 21. From August 22 it is to spend the next several days visiting San Antonio, Fort Worth and Dallas and then run via Little Rock on the Van Buren Sub to the Topeka Railroad Days celebration September 5-7, before returning to Cheyenne.

But the biggest news is that in November 1992 the 3985 and a full UP excursion consist will run from Cheyenne to Erwin, Tennessee, to power the 50th run of the tradition Clinchfield *"Santa Claus Special"* on November 21, disguised as Clinchfield 4-6-6-4 675. The eastbound move is expected to run via St. Louis, Memphis, Nashville, Louisville and Cincinnati. After the *Santa Claus Special*, details are being worked out for a CSX-employee trip between Erwin and Alta Pass, soon followed by an "extra" New River Train between Huntington and Hinton, W.Va., with the locomotive properly lettered Union Pacific.

The UP is offering excursion opportunities to interested groups to help cover the cost of major ferry moves with the Challenger. Hence, the circuitous planned routing out to the Clinchfield. Many details on these ferry moves and excursions are still being negotiated, so keep an eye on TIMETABLE.

Why bring UP 3985 out to the Clinchfield? Obviously, to celebrate 50 years of the *Santa Claus Special* in a truly grand manner, but also because by the luck of the draw, the 3985 itself might have been a Clinchfield engine, as six 4-6-6-4s were built for the D&RGW as part of the 1943 Alco order that included the 3985 and were sold to the Clinchfield in 1947 (October '88 R&R). CSX chairman Jerry Davis came from the UP and was a champion of that steam program. Even under a CSX flag, the former-Clinchfield still has a magic all its own, and when the suggestion of bringing the closest thing to a genuine Clinchfield Challenger back to Tennessee reached Mr. Davis, well...

GOODBYE RIO GRANDE AND COTTON BELT After the Rio Grande Industries takeover of the Southern Pacific in 1988, the merged system has struggled on under the SP name amid heavy financial losses and some degree of conflict between factions of the former D&RGW and Southern Pacific/Cotton Belt lines. The Rio Grande name has already disappeared from bridges, company letterhead and utility vehicles, and in mid-1991 the railroad introduced its new Rio Grande-style speed-lettering for the SOUTHERN PACIFIC name on locomotives. According to Mike Furtney of SP's public affairs department in San Francisco, the speed-lettering will continue to be applied to newly-ordered units and units undergoing scheduled overhauls, but the process of repainting every Rio Grande and Cotton Belt engine into the new SP image may take years.

At the business and operations level, meanwhile, SP now intends for unification to occur much sooner. In a February 5, 1992, employees bulletin, SP Chairman Phil Anschutz stated, "We can't afford any longer the expense or the luxury of operating as if we were separate railroads." Anschutz further announced, "The names of the Cotton Belt and Rio Grande are going to have to disappear. We live in a hostile environment, surrounded by tough competitors who wish we weren't even here. We can't afford the luxury of continuing separate operations." Anschutz was highlighted in a recent *Forbes* Magazine article which mentions discussions between Santa Fe, BN and UP about possible takeover of SP routes in the event the Anschutz empire crumbles.

COUNCIL BLUFFS RAILWAY In May 1991, the Great Western Railway Company purchased the bankrupt Council Bluffs & Ottumwa Railway and reorganized the 27-mile short line as the Council Bluffs Railway. CBGR provides switching service in the ex-Milwaukee Road and ex-Wabash yards in Council Bluffs, Iowa. The three units on the roster include GP7 714 (ex-AT&SF 2001, nee-2658) and NW5s 992 and 994 (ex-BN 992 and 994, nee-GN 192 and 194). As of early 1992, the 994 was out of service, but 714 and 992 had already been painted in a Great Western-style red, black and white scheme. Upon application of its lettering, the 992 is expected to be named *"Krista"* in honor of the granddaughter of Great Western's president.

TULSA-SAPULPA UNION A fresh coat of paint representing its new owner was finally applied to Tulsa-Sapulpa Union SW7 107 in late 1991. TSU had acquired the unit from the Davenport, Rock Island & North Western in April 1991, adding it to the existing TSU roster of four EMD switchers. Since being built in November 1949, the 107 has kept its same road number during 43 years of service on NP, BN, DRI&NW and now TSU.

TSU is a ten-mile Oklahoma short line running between Tulsa (interchange with Santa Fe, UP and Sand Springs Railway) and Sapulpa (interchange with BN). Its predecessor roads, Oklahoma Union Railway and Sapulpa & Interurban Railway, merged in the early 1900s and soon dropped most of the Sapulpa & Interurban's trackage. The surviving trackage became the Sapulpa Union Railroad in the 1930s and finally the Tulsa-Sapulpa Union in the 1940s.

MOUNTAIN CEMENT On the south side of Laramie, Wyoming, alongside the UP main line, Mountain Cement operates a plant that up until recently had been switched by the company's own GE 70-tonner. The GE has gone to the Great Western Railway at Loveland, Colorado, and replacing it is Mountain Cement GP7 1589. The 1589 was acquired from the Nevada, California & Oregon, a 55-mile Great Western subsidiary which now operates the former SP branch between Alturas, California, (junction with SP's Modoc Line) and Lakeview, Oregon, on the route of the old N-C-O narrow gauge line. Built as CB&Q 233 in 1951, the GP7 later became BN 1589 before winding up on the Great Western in 1983. Mountain Cement has the 1589 on duty five days a week for plant switching. No longer in operation are the several miles of trackage that once led from the plant to a company quarry. Back in the late 1960s, the Laramie cement plant was famous for its grimy but enduring ex-UP 0-6-0.

EX-B&M F7 4268 On October 23, 1991, the Conway Scenic Railroad in North Conway, N.H., took delivery of a second B&M cab unit. EMD F7 4268 was purchased jointly by the Boston & Maine Historical Society and the 470 Railroad Club from a private individual in East Swanzey, N.H., and moved to the Conway Scenic. Its former owner purchased the unit from the B&M's Billerica Shops and had the innards removed for easier delivery to his rural backyard where it resided among two full-size cabooses and a network of amusement park-sized track and equipment, including miniature F-units.

The 4268 is still an empty hulk, and ultimately both groups plan to restore the unit to full operation. Even if only cosmetically restored and operated as a "dummy" with Conway Scenic's own restored F7 4266, back-to-back B&M F-units would be quite a sight.

GREAT WALTON RAIL COMPANY A striking version of the Southern Railway's green passenger livery now adorns Great Walton GP9 6580 (**opposite page**). This paint scheme was applied mostly to "see what it would look like," and the railroad hasn't yet decided whether or not to similarly attire Great Walton's other three GP9s and SW9.

The Great Walton operates two disconnected lines roughly 50 miles east of Atlanta, Georgia: a ten-mile branch from a CSX (ex-Georgia Road) interchange at Social Circle to Monroe, originally chartered in 1880 as the Walton Railroad, and a 25-mile former-Central of Georgia line between a CSX interchange at Covington, eleven miles east of Social Circle, and an NS interchange at Machen (not to be confused with Macon). Presently two locomotives are assigned to Covington, and three are kept at Social Circle.

ELECTRONIC EQUIPMENT TRACKING The Association of American Railroads announced it has adopted standards for the implementation of a rolling stock tracking system known as Automatic Equipment Identification. The system will enable railroads to more precisely monitor car and locomotive movement by inputting information directly into a computer in "real time," which will in turn give shippers a more accurate report on the location and arrival time of their goods. The AEI standards developed for the railroad industry

will be identical to and compatible with tracking systems used by truck, ocean and intermodal carriers. The key to AEI will be the installation of electronic scanners at strategic lineside points to read encoded data off each passing car and feed it to a central computer. The encoded identification data will be carried on rail cars by narrow tags approximately eight inches in length. Having already reached agreements with shippers and private car owners for financing the installation of tags on their equipment, the AAR says, "Under the new standards, each freight car used in interchange service in the North American rail fleet will be equipped with two AEI tags by January 1, 1995." According to Santa Fe Railway Public Affairs Manager Mike Martin, his railroad has already affixed AEI tags to about 80% of its locomotives and a large number of cars. Santa Fe has also been testing the system with lineside scanners set up outside Barstow, California.

AEI has been under development for more than five years as a replacement for the short-lived Automatic Car Identification system introduced in the 1970s. ACI was never fully adopted by the railroads and was prone to failure because the large bar code placards it used could not be scanned properly if their reflective surface peeled or got excessively dirty. The new tags, unaffected by wear and weather, are featureless on their exterior and electronically passive, responding only to a scanner.

D&H PLANS TO BUY On March 6, 1992, Delaware & Hudson announced it would exercise its option to buy Conrail's Southern Tier main line between Buffalo and Binghamton, New York, which includes two branches from Attica (page 4) north to Alexander and from Painted Post north to the Bath & Hammondsport interchange at Bath. D&H parent CP Rail was given the option to buy the Southern Tier when it bought the D&H in January 1991 (May 1991 RAILNEWS). Once Conrail and D&H have negotiated a purchase agreement, it will be up to the ICC to approve the sale.

If completed, the deal would reverse the Southern Tier's owner/tenant arrangement. When the former-Erie route was folded into Conrail in 1976, D&H was given trackage rights on it for competitive access to Buffalo. In recent years, D&H traffic has increased on the Southern Tier thanks to the doublestack trains it exchanges with New York, Susquehanna & Western at Binghamton and new through traffic generated by CP Rail. Conrail, on the other hand, has diverted all Chicago-Buffalo-New York intermodal traffic off the line and onto the more circuitous but faster ex-NYC route via Rochester and Selkirk, leaving only a daily road freight in each direction and an occasional unit coal train to share the Southern Tier with D&H. The move allowed Conrail to defer such costly improvements to the line as the signal work which over the last few years has slowly eliminated many of the Southern Tier's old upper quadrant semaphores.

Under D&H/CP Rail ownership, the line would likely see some immediate investment to increase track speed, which currently averages 50 m.p.h. on the main line and drops to as low as 10 m.p.h. on certain controlled sidings. Typical daily D&H activity on the Southern Tier involves a road freight in each direction and four or more intermodal trains. Several times per week D&H also runs unit coal and grain trains which, on the eastbound loaded trips, often require a pusher out of Buffalo to tackle the nearly 1% rollercoaster grades at Attica.

MBTA GP9 1921 On Saturday, February 22, the Mass Bay RRE operated its annual chartered Amtrak "Snow Train" out of Boston using Conrail's ex-Boston & Albany line west to Palmer, Mass., and Central Vermont from there north to Brattleboro and Bellows Falls, Vermont. When Amtrak decided during the planning stages that leased MBTA power would be used, Mass Bay RRE members inquired whether MBTA 1921, the ex-BN GP9 which was recently painted in traditional Boston & Maine colors, could be the leading unit. Local railroad management was superbly cooperative in granting the request.

While most passengers left the train at Brattleboro for sleigh rides and other activities, the diehard railfans stayed aboard to watch the "B&M" Geep run to Bellows Falls assisted by an Amtrak F40PH. At Bellows Falls, a Green Mountain Railroad crew took over for movement west on the former Rutland (page 4) and onto the siding. Then the locomotives were run around the train, which was pulled across the CV diamond and the former B&M stone arch bridge to North Walpole, New Hampshire. To properly point the 1921, it was reversed on the Green Mountain's turntable, then it and the F40 were recoupled to the train. A photo runby was staged at the south end of the Bellows Falls tunnel before departure.

Excellent cooperation was received from Amtrak management and crews who went "all out" in planning and operating this excursion. The 14-car Amfleet train carried 964 passengers, with 16 more aboard the first class open observation car *Caritas* — WILLIAM CRAWFORD.

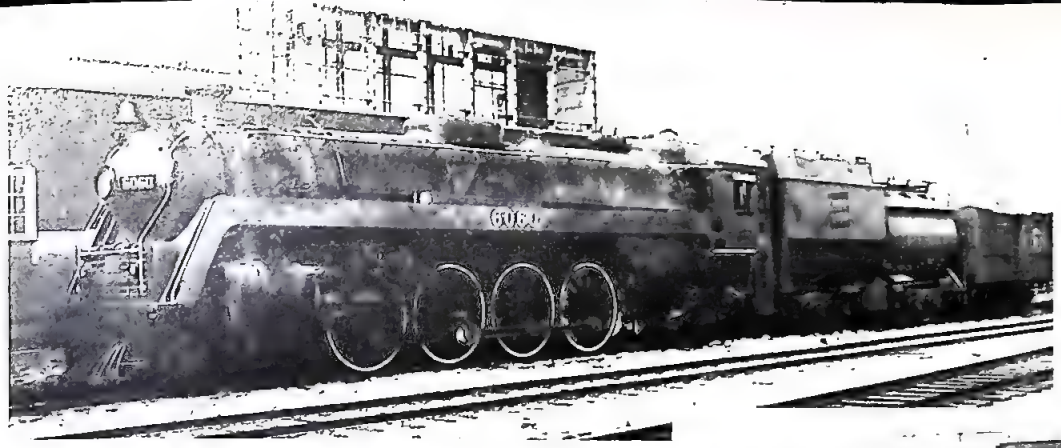
LACKAWANNA VALLEY It was an important event on February 3, 1992, when Lackawanna Valley RS18 1801 ran light from Scranton, Pa., to the Tobyhanna Army Depot to retrieve four donated DODX (Department of Defense) flatcars. It marked the first time in five years that a train has traversed that part of the former-DL&W main line since the bankruptcy of Steamtown U.S.A. Following the takeover by the National Park Service, an inspection of the line by the Pennsylvania DOT found many of the bridges to be unsafe, and all train operations were suspended until the bridge repairs were made. Presently in suitable shape for freight trains, more repairs are required for passenger service, and part of the $66 million Congressional award to Steamtown, if not overturned by the Senate or the President (May '92 MARKERS), would complete the bridge repairs on the 13-mile segment between Scranton and Moscow.

The 30-mile portion of former-Lackawanna main line between Scranton and Pocono Summit is owned by the Lackawanna County Rail Authority (LCRA) which leases part of the line to Steamtown. The LCRA upgraded the track to its present condition, and it will maintain the entire line with revenues from the freight traffic — and money has been budgeted to cover any shortfalls. Working to redevelop the freight traffic, LCRA received word in mid-March 1992 that it was a successful bidder on inbound and outbound military traffic from Tobyhanna. The first move will involve 133 89-foot TTX flatcars going to Toelle, Utah, loaded with Desert Storm vehicles which had been stored at Tobyhanna.

Scranton-area short line Lackawanna Valley Railroad will operate this line and the Scranton yard trackage. The Lackawanna Railway was set up to keep the accounting separate from LVAL's other lines, primarily 22 miles of former-D&H trackage between Scranton and Carbondale, Pa. Motive power includes ex-Conrail U30B 901 in NYO&W colors, and former-CN RS18s 22 and 1801 sporting CN and Roberval & Saguenay liveries respectively.

JAMES E. BOYNTON: 1921-1992 The railfan community has lost yet another of its finest members. James E. Boynton, 71, a former Western Pacific locomotive engineer and later president and general manager of the steam preservation group Feather River Short Line Railroad Inc. of Quincy, California, succumbed to cancer on March 4, 1992. Jim was revered by all who knew him and was an accomplished steam photographer and author, having produced several books, the most notable of which was *4-10-2: Three Barrels of Steam*, the story of three-cylinder SP and UP 4-10-2s. Jim was also a tireless steam mechanic who led the recent restoration of former Sierra Nevada Wood & Lumber Company 2-6-2 No.8, now FRSLRR No.8, which serves as relief locomotive on the recreated Virginia & Truckee Railroad at Virginia City, Nevada. Jim is survived by his wife of 37 years, Betty Jane Boynton — KEVIN V. BUNKER.

B-UNITS, NATURAL GAS AND BIG BLOWS Union Pacific has gone "back to the future" with its direction in motive power. To help trim the expense of maintaining under-used (or even unused) locomotive cabs, UP will be converting 109 C30-7s and SD40-2s into "B-units" at the Jenks Shops in North Little Rock, Arkansas, during 1992. As of March, a handful of conversions had been completed, with the only externally visible changes being the addition of a "B" prefix to the road number and Scotchlite decals on the cab doors reading "B-Unit — Only Hostling Personnel Allowed On Board." Unlike the many true cabless units UP rostered in the 1970s, these modified versions will simply be stripped of certain cab appliances which the railroad would ordinarily be required to maintain if the unit is being used by crew members. The major items being removed from the cabs are the conductor and brakeman seats, the refrigerator and the toilet. So that the B-units can still be hostled, the engineer's



CN 4-8-2 6060 has been given to Canada's Rocky Mountain Rail Society. The Province of Alberta also gave ex-BN tender X1287 to the British Columbia Royal Provincial Museum for use as an auxiliary water car for Royal Hudson 2860 and 2-8-0 3716. The 6060 and ex-BN tender were both seen at Calgary, Alberta, (**left** and **below**) on March 12, 1992.

LON COONE

TWO PHOTOS JIM CROWLEY

AN SP "CADILLAC," SD9E 4404, was donated to the Portola Railroad Museum in California, where it was photographed (**below**) in January 1992.

NORMAN HOLMES

B-UNITS are returning to UP. Stripped of some cab hardware and posted for no occupancy, "SD40-2B" B3339 was at Kansas City, Kan., on March 12, 1992.

seat, control stand and speed indicator will be left in place and cab windows will not be blanked over. As of mid-March, the Jenks Shops had released "C30-7Bs" B2402 and B2474 and "SD40-2Bs" B3266, B3332, B3339, B3431, B3556, B3641 and B4313.

Another UP development will be the arrival of two modified SD60Ms in 1993 which will operate on either diesel fuel or liquified natural gas. Unlike the natural gas technology being tested on BN (November 1991 RAILNEWS), UP's will be the first high-pressure injection models used on any railroad. The pair will be tested systemwide in various climates, accompanied by fuel tenders which will both transport and vaporize the compressed LNG. If successful, an order will be placed with EMD for 50 LNG-powered SD60Ms. LNG burns more cleanly and efficiently than diesel and is in greater domestic supply.

Perhaps more ambitious than UP's LNG locomotives is Republic Locomotive's bid to develop a high-speed dual-mode passenger unit for Amtrak with a gas turbine power plant fueled by diesel, ethanol or methanol. The Republic unit would also run off third rail and catenary in electrified territory.

AN SP "CADILLAC" The Feather River Rail Society's Portola Railroad Museum has acquired Southern Pacific "Cadillac" SD9E 4404. Retired from active service due to a prime-mover failure, SP sold the unit to LMC International Corporation to be scrapped. Almost simultaneously, FRRS and PRM President Norman Holmes purchased four Alco MRS1s from government surplus. He traded two to LMC for the 4404 and donated it to Portola. The remaining two MRS1s were brought to the museum on flatcars, where one unit will supply parts to restore the other. The SD9 arrived on December 17, 1991, and the museum is grateful to the Santa Fe and UP for moving it gratis.

The 4404 was built among 149 SP SD9s between 1954 and '56 as number 5428. During a system renumbering it became the 3906. Many SD9s were rebuilt during the 1970s; this one was completed on September 15, 1975, and renumbered 4404. The museum notes that 4404 had its builders plates until recently, and that it would appreciate photos of the 5428, 3906 or 4404 in service. It would be nice to see a set of builder's plates on 4404. The non-profit Portola Railroad Museum can be contacted at P.O. Box 8, Portola, CA 96122; 916/832-4131.

CN 4-8-2 6060 The latest in the saga of CN "Bullet-Nosed Betty" 4-8-2 6060 is that the Province of Alberta has relinquished title to the locomotive to the Alberta-based Rocky Mountain Rail Society — the official transaction took place during February 1992. The 6060 is still on a private siding in Calgary with access to CN, and presently the RMRS hasn't made any firm plans to move the locomotive. Even after investing over C$1 million in 6060's overhaul, Alberta found itself unable to budget money for the upkeep, protection and operation of 6060 due to the present economy. The most significant outing cut because of the economy was a 1992 cross-Canada excursion with British Columbia's Royal Hudson 2860 to commemorate Canada's 125 years of confederation.

When Alberta first announced that it could no longer care for 6060, the NYS&W made an offer to purchase it for its own excursion program. When a local campaign to keep the 6060 in Canada delayed negotiations, the NYS&W purchased Valley Railroad's Chinese 2-8-2 1647, renumbering it 142. Except for needing new bronze crank pin and side-rod bearings, the 6060 is in fine shape.

In addition to shedding the locomotive, Alberta gave its water car, former-BN Vanderbilt tender GNX-1827, to the British Columbia Royal Provincial Museum where it will become an auxiliary water car for Royal Hudson 2860 and 2-8-0 3716. The tender was given to Alberta in 1990 by BN during negotiations for the excursion to Sacramento for Railfair '91. The huge 21,500-gallon tank would have increased the 6060's range to 300 miles between water stops.

Southern Pacific and Shell Oil operate a very successful crude oil TankTrain from Bakersfield to Los Angeles

They call 'em the "Oil Cans"

by Dave Burton

There is something about the simplicity of a unit train — whether it be coal, oil, grain or doublestacks — that is fascinating to almost everybody. Seeing a unit train rolling across the landscape is hypnotic. Maybe it's the continuity of the cars or the fact they are all alike that puts one's subconscious to work and brings back the images of yesterday's passenger trains. Maybe it looks like it's alive — like a huge serpent in search of food.

One of the more unusual of these unit trains runs every day of the year except Christmas over the Tehachapi Mountains in California. The Southern Pacific's unit oil train, known as the "Oil Cans," runs from Bakersfield to Los Angeles and has captured the attention of many a railfan — but few know much about the train.

San Joaquin Valley Oil

There are many areas around California where our pioneers found wealth. The first was gold, but later on that goo that got stuck to their boots began to attract attention. Oil was found around the Bakersfield area in the 1860s, and small scale production of oil started in 1864. The first uses for the tar-like substance were as lubricants and illuminating oils. It was twenty-some years later that oil was first used commercially as a fuel.

The Union Oil Company did some very successful testing on the use of oil as a fuel for steam engines in 1894, and the railroads began converting their locomotives to burn oil shortly thereafter. Being locally available, oil provided a hefty savings over coal at the time. This new fuel also put a boost in the already-booming industrial revolution that was taking place in the United States.

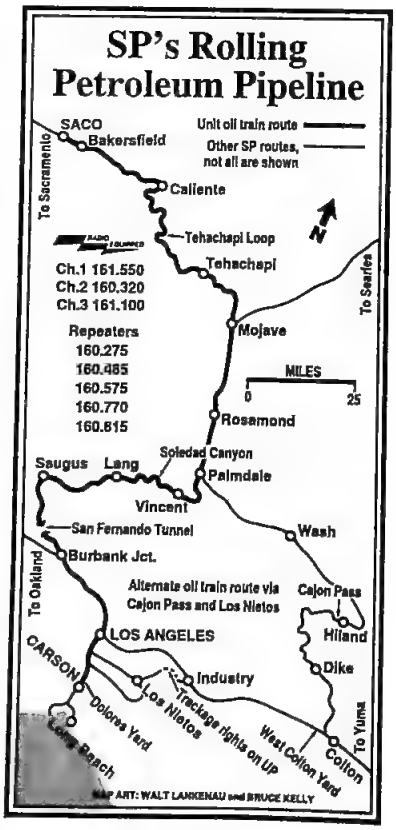
The first "oil trains" began running out of the San Joaquin Valley at the turn of the century, and oil was shipped to all points in the Southwest. The Southern Pacific and Santa Fe together were shipping more than 4000 carloads of oil a month out of the Valley by 1905. This required a tremendous amount of work to do all the switching at the many spurs that were popping up in the Bakersfield area.

At this same time oil was being discovered on the west side of the valley near where the towns of Taft, McKittrick, Buttonwillow and Maricopa are now located. The SP and Santa Fe formed a corporation and built a branch line into the area. The "Sunset Railway," as the line was named, went out to the west side of the valley to tap these deposits. The opening of the Sunset fields put a glut on the oil market that briefly slowed down the San Joaquin Valley's economy, but it soon rebounded and expanded robustly.

Black Gold and OPEC

In the early 1970s the U.S. experienced its first oil crisis, and everyone learned what it was like to skimp. The price of oil per barrel was in the daily news. The rising oil prices changed the way the major U.S. oil companies did business, but it didn't happen overnight. Domestic oil fared better on the open market creating little pockets of boom towns in the oil producing areas.

Shell Western, a subsidiary of Shell Oil Co. of Houston, Texas, was very active in the pursuit of new crude oil for its refinery in Carson, California, on the south side of Los Angeles. In 1979 it purchased Belridge Oil Co. and its large reserves of heavy crude oil in the Kern River Basin near Bakersfield. This heavy crude can be refined into certain products like tar and asphalt more readily than other crude oils, but it is also more difficult to extract from the ground. The most common method in use today is to force steam down into the well to heat the oil and float it up on top of the hot water and steam.



THE OIL CANS were climbing past the Cable Crossovers (**opposite**) on March 13, 1988, nearing Tehachapi summit.

Crude to Carson

Developing an efficient method for getting the oil from the wells to a refinery took a lot of research. At first Shell used another company's pipeline and shipped the oil north to a Shell refinery at Martinez, near San Francisco. Some of that oil also ended up going by tanker back down the coast to the port of Long Beach, where it was then piped to the Shell refinery in Carson. This wasn't a very economical use for its new oil deposits, and Shell started looking for other means to get the crude oil to Carson.

Shell studied the cost of building a pipeline over the mountains from Bakersfield, and the more they looked into the matter the worse the costs and time span became. This was just the beginning of the era when everything that was done in this country required an environmental impact report. With all the delays that come with these reports, it could have been years before they ever broke ground.

With this in mind, Shell's senior management in Houston assigned a team of specialists to investigate other ways to move the oil. The idea that looked the most practical was by rail. It was being done successfully back East, but it was the finished product instead of crude oil. The crude would have to be heated to 140 degrees to be pumped into and out of the tank cars. Warming the oil created new problems: temperature

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DAVE BURTON

changes could put thermal stresses on the tank cars and loading and unloading equipment.

After all the research and reports were in, Shell Western got their approval from Houston to study the feasibility of a unit oil train. Southern Pacific Transportation Company was asked for a long-term quote on hauling the oil to the refinery in Carson, and General American Transportation Corporation (GATX) was asked to adapt their "TankTrain" concept of interconnected cars for the transportation of crude oil. After talking to the railroad and GATX it became clear that this was, indeed, possible. Shell Western submitted the reports to Houston, which reviewed them and authorized the funds for the unit train project.

A lot had to be done. Loading facilities had to built at Saco, north of Bakersfield on the SP main, and the yard at Carson, near the Port of Long Beach, had to be completely redone to accommodate the twelve-car TankTrain blocks that GATX was contracted to build. The loading facility at Saco is very modest, merely a gantry of pipes with no storage tanks nearby. While driving past on U.S.99 at the north end of Bakersfield at Seventh Standard Road, it goes unnoticed if the tank cars aren't there. The oil is piped in from varous well and storage facilities in the surrounding region. As low key as Saco looks, one unit train will just about suck dry one of those huge storage tanks that dot the valley (there are 42 gallons to a "barrel" of oil, and a typical Shell TankTrain will carry 44,000 barrels per train).

The refinery and unloading facility are in the city of Carson in Los Angeles County just north and west of Long Beach. The unloading facility is southwest of the intersection of Alameda Street and Sepulveda Boulevard, on the southwest side of SP's Dolores Yard. On the south side of the facility, Lomita Boulevard separates the communities of Carson and Wilmington.

When the train gets to Carson, Shell unloads it using nitrogen gas to push the heavy crude oil out of the twelve TankTrain cars connected with ten-inch flexible hoses. The entire process of loading or unloading the six blocks that make up a 72-car train takes only about four or five hours. All construction was to be completed by November 1, 1983, but as work rapidly progressed it became obvious that the project would be done sooner than that.

Operations Begin

On September 11, 1983, the Shell oil TankTrain was off and running. It was initially symboled the BKDOL for the loads and DOBKN for the empties, but later SP changed them to BKDOU and DOBKU ("BK" for Bakersfield and "DO" for Dolores Yard). The dispatchers simply refer to the loaded train as the "Cans" or "Oil Cans," while the empties are always called the "Empty Cans" — although on the radio they are usually referred to in the L.A. area as "Extra So-and-So" using the locomotive number, while the Tehachapi dispatcher will generally call them the "Cans."

During their first months of operation the trains were routed via Cajon Pass and West Colton and assigned the then-almost-new 8200 and 8500 SD40-T2s, with five on the point, six more in the middle and sometimes one behind the cab. The pusher and midtrain units were cut out at Tehachapi. The Cans initially ran every other day using one set of 66 or 72 cars. Shell then changed to two sets of 66 cars and then on up to two sets of 72 cars, permitting a complete trip in each direction every day.

After running these two sets of 72-car trains for a while, Shell got another set from GATX for a third train. The third train was run for a time in 1988-'89 and then stopped, at which point the extra cars were put in storage and used to protect the other two trains. In 1990 this third set was used to make two sets of 13-car blocks, and the rest were turned back to GATX. Thirteen-car block sets are the standard today. There are no extra cars for the train at this

time, so if there is a delay, a domino effect will take place. For instance, if the Wednesday loads are late over Tehachapi, the Friday empties may also be late — perhaps even showing up on the mountain in daylight.

The Saugus Line

The Cans were initially routed over Cajon Pass because the SP wasn't sure the track on the Saugus Line was in good enough condition for the TankTrain's tonnage. The route over Cajon was longer than the Saugus Line but in much better condition. However, from West Colton, at the base of Cajon Pass, the Cans were then going right into the congestion of the eastbound traffic that was trying to get out of the L.A. Basin. Once the Cans arrived at West Colton the loads simply stayed on the main and changed crews at Cedar Street, at the west end of the hump. The train would then go west to City of Industry, where it had a choice of routes to Dolores Yard.

The Empty Cans would reverse that route and be given a class-A inspection in the departure yard at West Colton before continuing over Cajon. The longer route and the time to do the inspection brought a route change for the empties. About 18 months after their inception, the lighter empties were routed through Saugus and Soledad Canyon. This change took place because it was difficult to make the spot time of 5:30 a.m. at Saco by going over Cajon. After the route change, the inspection was done before departure at Dolores Yard. The loads continued going via Cajon for about three or four more months.

A derailment on the Palmdale Cutoff rerouted the loaded Cans through Saugus for a couple of days, and the SP discovered that the Saugus Line was, indeed, in good enough shape for the train. It has been over Cajon only a few times since, such as during the light rail construction in 1987-'88 on the Wilmington Branch.

TWO "FLARE '45s" and three tunnel motors (**left**) had the Oil Cans upbound at Woodford on April 26, 1986. Climbing the route's "other" hill, the road units and mid-train helpers are visible as the Cans grind toward Vincent (**below**), south of Palmdale. The loading facility north of Bakersfield at Saco (**bottom**) consists of three tracks and a pipe gantry.

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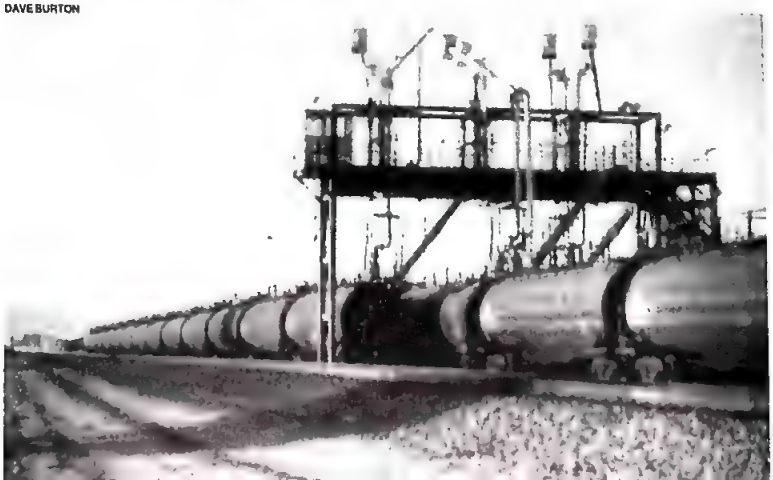

Today's Operations

The Cans go through just about every type of terrain that California can offer. Starting just northwest of Bakersfield in the oil fields, they go through "town" (Bakersfield) before encountering the fields of grapes, potatoes, oranges and other row crops that surround the packing sheds of Edison. Leaving the San Joaquin Valley behind, the train approaches the famous north slope of the Tehachapi Mountains with its breathtaking vistas, numerous reverse curves and constant 2.2% grade. The most famous landmark on this part of the run is the Tehachapi Loop — and, yes, the TankTrain will cross over itself on the Loop.

The railroad crests at nearly 4000 feet of elevation beneath the Route 58 overpass just east of the rustic community of Tehachapi at the top of the hill. With its many wind machines and desert appearance, the south side of the Tehachapi Range is a complete contrast to the north, but the grade is virtually the same 2.2%, and at 10,608 tons, the Cans are far more dangerous to control. After they reach the town of Mojave, at the edge of the Mojave Desert, the worst of the grade is behind them. Until a few years ago when the cabooses were eliminated, approaching Mojave the crew of the Cans would usually radio in a lunch order to the Mojave operator, who gathered the grub from the Carl's Jr. restaurant right across the street and handed it up to the passing train.

The Cans cover the 40 miles of almost straight running across the western side of the desert to Palmdale in just about as many minutes. Actually, it's called the Antelope Valley, the southern half of it now being a major bedroom community for the overcrowded and overpriced San Fernando Valley. From Palmdale, located at the southern foothills of the Antelope Valley, the tracks split, with the Palmdale Cutoff going east toward Cajon Pass and the Saugus Line going southward and up the short but steep Vincent Grade. The dispatchers figure on the Cans taking one hour to get across the desert and up to the summit of Vincent.

Soledad Canyon

From Vincent the Saugus Line heads down the flood-prone Santa Clara River channel of Soledad Canyon. The loaded Cans can sometimes be seen in Soledad Canyon late in the afternoon if everything goes right on the Tehachapis. Most of the time, though, the Oil Cans and Empty Cans will meet after dark at either Saugus or Lang. The returning empties are through Tehachapi around midnight and spotted before dawn at Saco.

The Saugus Line was the original SP route into the Los Angeles Basin. Built as the continuation of the route from

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San Francisco in 1876, the Saugus has gained and lost traffic over the years. Upon completion of the Palmdale Cutoff via Cajon Pass in 1967, the traffic on the Saugus Line dwindled to just a couple of trains a day. The hotshot Portland (Brooklyn Yard)-L.A. pig trains (BRLAT east and LABRF and LABRT west) still went this route, but the rest of the traffic went via the Cutoff. For the last couple of years, however, this trend has reversed itself. Now the chances of catching a train in the Soledad Canyon are very good. There are currently quite a few trains using the Saugus Line, in-

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cluding the hot little Portland-L.A. *Pacific Coast Express* (the May Trucking train).

One more note about the Saugus Line: It is dispatched by DTC (direct traffic control) with no CTC, and blocks will be given out on the radio by the Saugus Dispatcher, identified as "WR52." The Tehachapi part of the route is controled by WR51, the old Valley Mountain Dispatcher. WR52 also controls the track with CTC from Cameron (between Mojave and Tehachapi) to West Colton. The SP converted the entire Tehachapi Pass line to CTC in the 1940s. The Palmdale Cutoff was changed over to CTC in the early 1980s.

The L.A. Basin

After the 44.5-mile stretch from Palmdale to Saugus, the tracks go up a short grade and then through the 6966-foot-long Tunnel 25 to pop out into the San Fernando Valley at Sylmar, where the helper set is cut out — when the Oil Cans were running via Cajon, the Bakersfield helpers were cut out at Tehachapi, but now the helpers run through to Sylmar. The railroad tries to get the helpers back to Bakersfield on the Hours of Service, but usually they get "dog catched" either at Sylmar or Saugus. "Catching" them at these two locations puts the carryall right by Interstate 5 for the trip to Bakersfield. Sometimes the helper power is put on the point of a westbound train to help it up the Tehachapis, but this only happens if the combined power is less than eight units.

The trip down to Taylor Yard in Los Angeles is 25 miles of virtually straight track from Sylmar through Burbank and Glendale. Burbank Junction (at Burbank) is where the on-again/off-again Coast Line connects to the Saugus Line. The SP's Coast Line is now host to four extended Amtrak *San Diegans* that go to Santa Barbara, as well as the two *Coast Starlights*. Freight on the Coast includes the Gemco trains (serving the General Motors Plant), the Surf Turn, sugar beets (in season) and at least four through freights.

After arriving at Taylor Yard, a new crew takes the Cans for the reminder of the trip to Carson. The crew that has brought the empty train up from Dolores will usually take the loads back. Using only one crew helps to make sure the empties are spotted correctly. Most of the time they go by way of the Wilmington Branch through Watts and Compton. Things on the Wilmington can be very congested, however, and if trackwork is going on they may go to City of Industry and then down the Union Pacific. This isn't the best area of Los Angeles, and care should be taken if you decide to go there for railfanning or photography.

Just south of Compton is Dominguez Junction, the throat of the very busy Dolores Yard. Dominguez is also where the new light rail system goes over the SP. Dolores is the yard that connects the new ICTF doublestack container facility to the rest of the world (the Intermodal Container Transfer Facility is a joint venture of the Ports of Los Angeles and Long Beach and served exclusively by SP). The Cans go through Dolores on their trip to the refinery at Carson, which is just south and west of the yard.

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WITH AN AFTERNOON CLIMB over the mountains, the Oil Cans are a natural for twilight photography, such as here in Soledad Canyon on September 8, 1991, and cresting beneath the Route 58 bridge (**opposite top**) on February 21, 1991. The "going away" shot (**opposite center**) was in Soledad Canyon on March 14, 1988. In a very unusual move, the Oil Cans traversed the balloon track at Colton (**opposite bottom**) in November 1984.

Helpers and Consists

The Cans have made the trip between Saco and Carson almost daily since 1983. The loaded Cans are brought into Bakersfield with their road power by a yard crew around noon, and the road crew picks them up there. (At the same time, the Empty Cans are being pulled at Carson and given their class-A inspection before departing up the Wilmington Branch.) Quite often the loaded Cans will be at the Bakersfield

depot at Baker Street between 11:30 a.m. and noon, tied down waiting for the road crew. After the road crew gets the train, the yardmaster will tell them to come across Baker Street, and once the rear has cleared the crossing the helpers are cut in. In the past, Edison (eight miles to the east) was used to cut in the helpers, but it is no longer used to put helpers on any train, either Santa Fe or SP.

There have been times when a third set of equipment was deployed for a short time to step up the amount of crude for Carson. When the third set of cars was used the departure times varied greatly. On major holidays (Thanksgiving, New Years and such) the train can be loaded very early in the day at Saco, so the entire trip to Los Angeles is done mostly during daylight hours.

The number of cars has changed over the years. Eleven, twelve and 13 car blocks have been used, but Shell and SP seem to have settled into 13 car blocks with six of these being put together to make a train. The helpers cut in four blocks deep. The head end power is usually four six-motors, and the helper set is either five or six more six-motors. In late 1990 and early 1991 a GP60 was seen occasionally on the Cans, but the SP tries to keep six-motors on the train. There is no replacing tractive effort of the SD40-2 or SD45 when moving 10,608 tons of oil train.

The Cans are, however, the train of choice for moving power out of the San Joaquin Valley to the shops in Los Angeles, and it's not unusual to see SW1500s, GP9s and GP35s right behind the road power. The SP used to run these switchers m.u.ed with the power, but that practice led to problems while climbing the Tehachapis. One summer day in 1988 the Cans with GP9s in Run-8 lit grass fires all the way up the mountain. Now the older units are shut down. Cabooses came off the Cans in 1987 — the first trains going over the Tehachapis to lose them.

Safety Record

The safety record of the Oil Cans has been very good, and there have been very few derailments that have amounted to anything. One reason for this record is the inspections done by the railroad. Also, Shell regularly replaces all the knuckles on the cars, greatly reducing the chance of pull-aparts. On a regular maintenance schedule, the cars are taken to the GATX facility near West Colton Yard for a complete servicing, where brakes, bearings and all other safety components are checked over.

The loaded Cans derailed a half dozen cars on a sun kink at Warren, on the east slope of the Tehachapis in the mid-1980s, but no oil was spilled. On July 12, 1987, the loads derailed at Lancaster in their worst accident to date. The train was going south between Rosamond and Lancaster near the east switch of Oban at 3:30 a.m. An automobile had run off the road moments before the Cans arrived and knocked the tracks out of alignment. The four lead units (8362/7308/8232/9291) and first three blocks of cars derailed. Nine of the tank cars ruptured, and more than 66,000 gallons of crude oil spilled onto the desert. With the resulting mess, it took the SP almost two full days to open the railroad. The clean-up took much longer. Meanwhile, SP's trains were rerouted either via Barstow on the Santa Fe or down the Coast Line.

Problems

There was one major operating change early on that almost killed the Oil Cans. It seems that the SP was running a hot pig train (WCRVT) from West Colton via Cajon to Roseville, and management was having trouble getting the trailers in downtown Los Angeles onto the train. When the Empty Cans started going via Saugus, the SP saw a perfect opportunity to get the loaded pig flats to the WCRVT by simply putting them on the rear of the TankTrain. The Empty Cans would take the trailers up to Oban on the desert and set them out for the WCRVT to come by and pick up.

Sounds simple, right? Well, as can happen in railroading, these L.A. trailers kept getting later and later, and the Empty Cans had to be held until they were ready. As a result, the oil train was often getting to Saco long after its spot time of 5:30 a.m. One day, after the empties arrived at Saco at 11:30 a.m., Shell let it be known that it wasn't very happy. The very next day the Empty Cans went back to their old schedule of

OVER THE TOP at Vincent, the Oil Cans are hanging on dynamics as the helpers descend Soledad Canyon on September 9, 1991. These aerial views (**opposite**) show the refinery at Carson and SP's Dolores Yard (**top**); the streets intersecting near the bottom right are Sepulveda Boulevard (horizontal) and Alameda Street (vertical). The TankTrain storage yard and unloading facility (**bottom**) are southwest of Alameda and Sepulveda.

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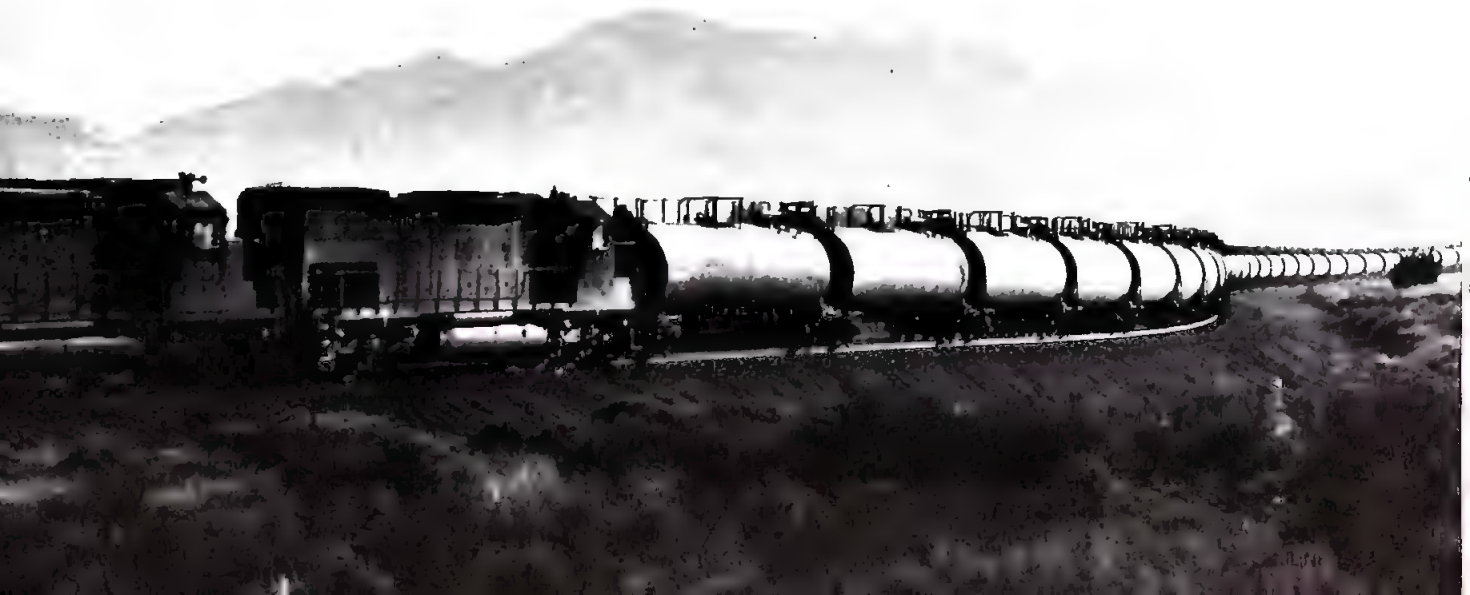
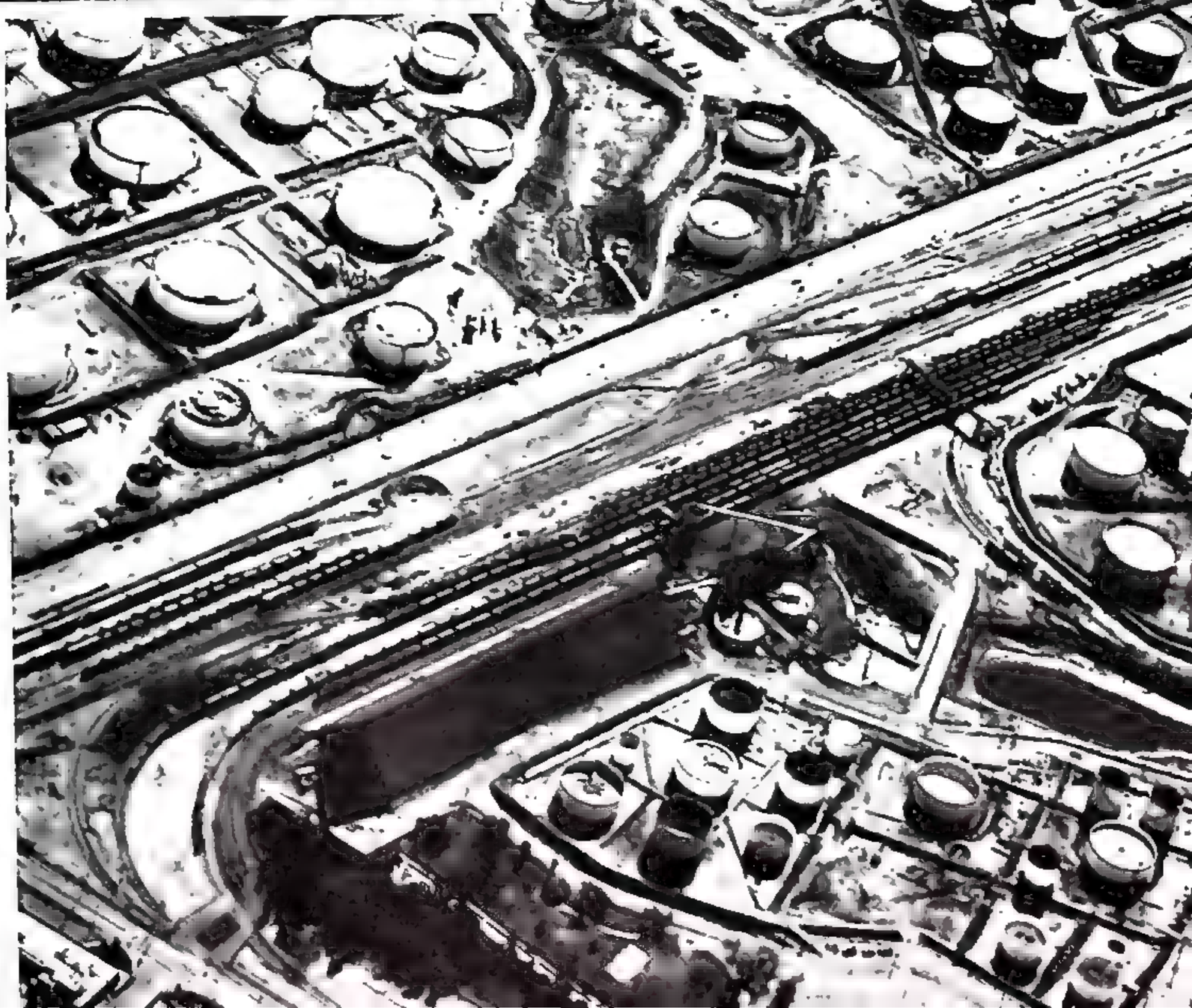


Thanks

I would like to thank SP chief dispatcher Don Marson and dispatcher Virgil Yeager for their time and information and L.B. Mullen of Shell Western for her help with this article — DAVE BURTON.

TWO PHOTOS DAVID C CRAMMER / PILOT BOB GREEN



running straight through to Saco.

Even with all the precautions, the train will sometimes pull apart, and when it does a small amount of oil will spill out of the ten-inch hoses that connect the cars. Oil can't flow from any of the cars themselves because valves are closed at each end of each car before the train moves. But with oil trapped in the hose between the valves, the poor soul who has to get under there and put in the new knuckle gets oil soaked. Oh, the pleasures of railroading.

The biggest operational problem the Cans have experienced has been stalling on the Tehachapi grades. Anybody who has frequented the Tehachapis knows what I'm talking about. When you're at maximum tonnage and one unit goes down, not only is that much horsepower lost, but also there are 200 tons more dead weight. Just go through one flange greaser and you're stopped. The situation seems to be getting better, however, and the Cans are stalling out less and less as time goes on.

As I've said, the Oil Cans are a day-in/day-out operation, shutting down only on Christmas Day. That performance is not absolute, however. In 1990 the unloading facility in Carson was being worked on, and the Cans stopped running for just over a month. Then in early 1991 some work was done at Saco, resulting in no train for a few more weeks — but other than that sort of temporary interruption, the Cans have run continuously since 1983.

This has been a very successful train for the SP, and the tonnage when you add it up becomes very impressive: one day, 10,608 tons; one week, 74,256 tons; one 30-day month, 318,240 tons and one year, 3,861,312 tons. Convert that over to gallons (one tank car holds 23,700 gallons), and it calculates out to 1,848,600 gallons per train and 672,890,400 gallons of crude oil per year. A true pipeline on wheels. ⊂

The BN's "Ottawa Branch"

The former-CB&Q line in the Fox River valley of Illinois

by Dick Wirthman

Have you ever crossed a set of rails for the umpteenth time without seeing a train and wondered what justified its existence? Living in northern Illinois near the Burlington Northern's former-CB&Q Chicago to Aurora "racetrack," I had only casually observed most of the corn country branch lines west of there and had often speculated about the Fox River valley line to Ottawa and Streator. In my railfanning over the years I had discovered the sand plant on the branch at Wedron and knew that a local "turn" job to Ottawa left Aurora's Eola yard in the afternoon, but that was about all. My curiosity finally pushed me into doing some serious inquiry.

The Fox Valley Line

The Illinois legislature granted incorporation to the Ottawa, Oswego & Fox River Valley Company on August 22, 1852. Organization took place on August 24, 1852, at Newark, Illinois, a city not included on the line when built. Nothing seems to have happened until 1866 when a preliminary survey was begun. Construction commenced just north of Streator in the spring of 1869, and the line opened for traffic on January 15, 1871. Apparently the Fox Valley Line, as it was known, never operated the railroad but immediately leased it to the Chicago, Burlington & Quincy. Indeed, the OO&FRV may have been a construction company used for financial reasons by the Burlington. At any rate, the line was operated through lease until June 1899 when the CB&Q acquired a deed to the property.

It should be noted that a twelve-mile extension from Streator southwest to Wenona was built by the Fox Valley Line, but it became part of the Alton's Dwight-Washington branch and was never operated by the CB&Q. And on the north end, a line from Aurora to Geneva via Batavia was built as part of the Fox Valley and operated by the Burlington until June 1907, when it became part of the Chicago & North Western.

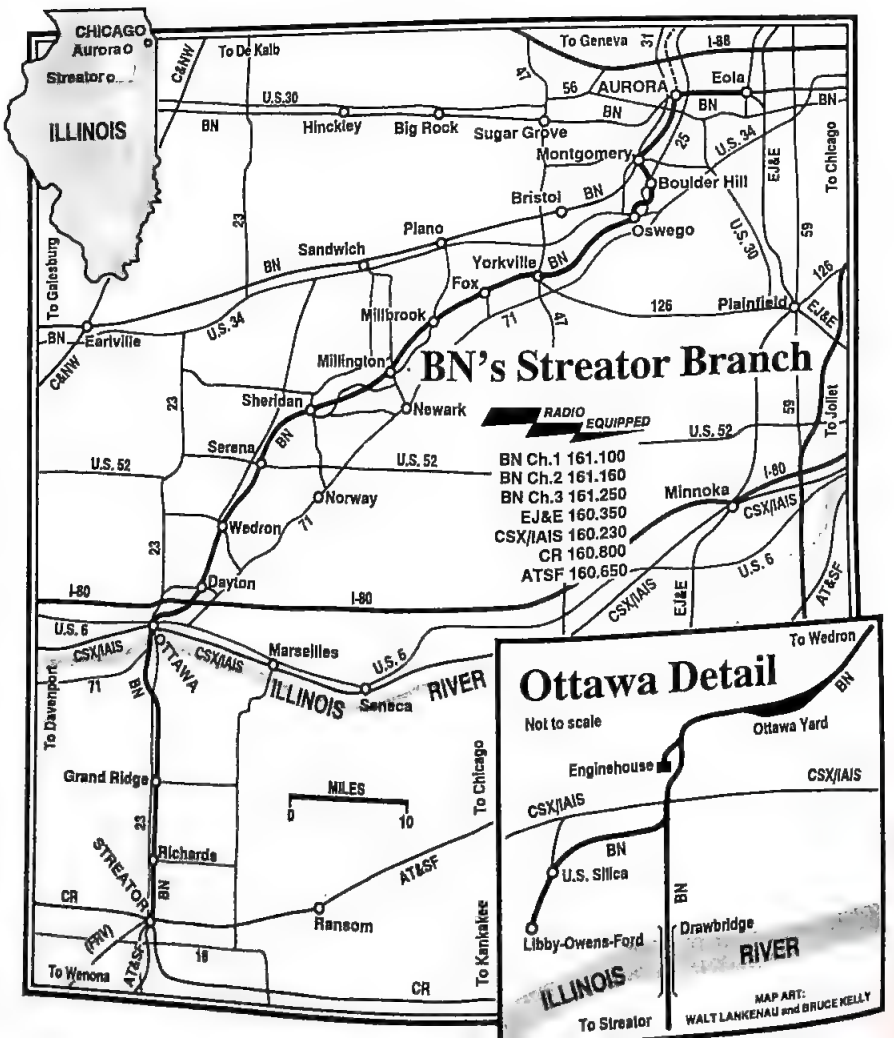
The Ottawa Branch today

The 14th Subdivision of Burlington Northern's Galesburg Division is presently operated as three distinct parts. The south end from Streator to Ottawa is handled as a yard by a switch crew out of Streator, the Ottawa area has another switch crew working locally, and the north end has a road crew working a turn from Eola to Ottawa and back.

One thing I learned as soon as I got serious about the line was that I was approaching it from the wrong end! The day begins in Streator (Milepost 96.2) with the crew reporting on duty at 6:30 a.m. The line south of Ottawa is operated as a yard, and the crew claims to operate BN's longest yard: 18 miles! When I visited there in September 1991 they were also quite proud of the engine they were using at the time, GP9 1977, as they believed it was the last one on the BN set up to run long hood forward. This engine was originally Spokane, Portland & Seattle 152.

The two major sources of traffic in Streator are the glass bottle plants of Anchor Glass and Owens-Illinois, and the day starts at Owens-Illinois where the engine is tied up overnight. After switching this plant, interchange from Conrail's former-NYC Kankakee-Hennepin line is picked up. The next stop is the Anchor Glass plant on the north side of Streator near the BN yard. Sometime around 8:00 a.m., with the waycar used as an office tied on, the trip north begins.

Grand Ridge (MP 89.6), while a nice scenic background, contributes nothing in the way of traffic, and no switches exist. About six miles north a small Ag dealer has a siding and occasionally receives a carload. Crossing Illinois Route 32 the line goes west around the south side of Ottawa to approach the Illinois River drawbridge. Built in 1898, the bridge is lowered twice a day for the Streator switcher. Continuing north, they pass the old CB&Q depot (now a beauty parlor) and cross the CSX former-Rock Island main line from Chi-



PHOTOGRAPHY / KODACHROMES, DICK WIATHMAN

cago to LaSalle, which also sees Iowa Interstate traffic. The switcher then turns east to BN's Ottawa yard. After setting out its cars, the switcher then picks up the traffic for Streator, and the return journey begins. As a general rule, the day ends back at Owens-Illinois in Streator around noon.

The Ottawa switcher

The Ottawa switcher crew lives in Mendota, about 30 miles to the northwest. The day at Ottawa starts later than Streator, around 8:00 or 9:00 a.m., depending on demand. Picking up the locomotive (SW1000 448, ordered by the CB&Q and delivered to the BN in 1971) at the square tin "roundhouse" north of the CSX crossing, the crew heads east to the Ottawa yard. The first task is to bring the cars left the night before by the road job from Eola into the yard from a holding track at the east end of the yard. The cars to be picked up by the Streator switcher are the next priority. The day I observed the Ottawa crew in action, I had hardly gotten out of my car at the yard when I heard the Streator job whistling for the highway crossing south of town and shortly thereafter calling the bridge tender.

While the Streator crew delivered their traffic and picked up cars for the return to Streator, the Ottawa crew marshalled their cars for delivery. This particular day U.S. Silica west of town was enough to keep them busy. About 20 cars were taken in and out, but getting everything spotted properly took considerable time. Some traffic is also occasionally delivered to a Libby-Owens-Ford float glass plant at Naplate south of U.S. Silica. In addition to the BN, U.S. Silica is also served by CSX.

The return to the Ottawa yard can be interesting. Approaching the BN line from Streator calls for a sharp turn to the north and an immediate crossing of the CSX tracks. There is a problem here, though: The curve is uphill and blind because of buildings and further complicated by "S" curves just over the crossing. So the engineer widens on the throttle and hopes the crossing signal is green when it comes into view at the last moment — if it's not, it's "big hole" time!

This particular day the signal was green, and after delivering the out-

LONG-HOOD-FORWARD GP9 1977 was working the Streator yard job as it passed the Anchor Glass plant in Streator in September 1991. Later that day, GATX ex-Reserve Mining SD38-2s were switching the line's biggest customer, the sand plant at Wedron.

bounds and sorting cars for pick-up by the road crew on the Eola-Ottawa Turn later in the day, the SWS1000 was parked back at the roundhouse around 2:30 p.m., and it was time for "beans" before driving back to Mendota.

The Ottawa Turn

Action on the northern end begins at Eola yard alongside the three-track main line on the east side of Aurora around 2:00 p.m. The crew picks their locomotives at West Eola (MP 35.3) and puts the train together. The power in October 1991 was a pair of former Reserve Mining SD38-2s (1241 and 1245) from GATX. The BN has nine of these rust-brown units on lease, and they have been a regular feature on the Ottawa Turn for the past couple of years and should continue to be for the summer of 1992. When the Reserve units aren't available, just about anything on hand at Eola can be seen on the Ottawa Turn, and that would likely be a mix of GP9s, GP20s, GP38-2s and/or GP39M rebuilds. In pre-BN days the Ottawa line was home of CB&Q high-nose SD9s and Geeps. Then as now, two units were the typical road set.

Back in the steam era, the Ottawa Branch was trod by the gutsy but homely O1a 2-8-2s. The famous CB&Q Mikado 4960 made its fantrip debut with a run on December 28, 1958, to Ottawa (see MARKERS), and the Elesco-equipped 4978 is on display today in Ottawa along Boyce Memorial Drive west of the BN-CSX diamond.

Departing Eola yard, the Ottawa job ventures out onto the BN's busy main line to Aurora, sharing the track with bilevel commuter trains powered by E-units (rapidly being replaced by those ugly snub-nosed Metra F40PHM-2s) and BN freights to and from "Everywhere West." Authority over the main line from Eola to Montgomery (MP 40.2) is by CTC controlled from Galesburg, while the branch from Montgomery to Ottawa (MP 80.9) is by track warrant. Ottawa trains of 40 to 50 cars are common, and on occasion I have seen them leave with 70 cars plus the waycar. Leaving Montgomery maximum speed on the branch is 30 m.p.h. with some restrictions to 25. Within a mile of Montgomery the Fox River is crossed on a three-span deck girder bridge in a southeasterly direction. Now parallel with Illinois 25, the line follows the river to Oswego (MP 43.3) and Yorkville (MP 49.4). Leaving the river in a southwesterly direction we pass through Millbrook (MP 56.0) and Millington (MP 59.6). As late as 1959 Millington was the junction with the little Illinois Midland Railway, which had an 0-4-0T, one employee and a two-mile main line to the Farmer's Grain Company elevator at Newark.

When the Fox Valley Line was originally built, the chief source of revenue was the agrarian economy. Some manufacturing was being done in Ottawa in 1871, but the principal source of carloadings were grain and cattle. Take the town of Sheridan (MP 64.4) as an example. The 1880 census reported the population was 208. But you must remember that the majority of the people lived on farms at that time. Records show that in 1876 Sheridan was the source of 580 carloads of cattle! That seems a remarkable amount of traffic, especially when you consider that the present population of Sheridan is 719, and it generates no traffic for the railroad.

Just west of Sheridan we cross the Fox River again on a handsome deck truss and girder bridge just south of the highway bridge, a good spot for a picture. A short distance to the west is the former Burgess Junction, where another branch used to split off westward to Baker and Earlville. At Burgess Junction the tracks turn south to head for Serena (MP 68.9). The Farm Supply dealer at Serena has been an occasional source of traffic in the past and presents another good photo opportunity as the train passes the grain elevators.

About a mile south of Serena we start down a 1% grade to Wedron (MP 72.8), site of the Wedron Silica plant, the major source of traffic on the branch. It produces 18 grades of sand — and I thought sand was just "sand!"

Silica (silicon dioxide) is common as dirt — literally. It is one of the most common minerals in the world, and the dirt in your back yard has a large component of silicon in its makeup. However, pure silica is rare. To qualify as "sand," silica must be 90% pure. Imagine then the value of a source which is 99.88% pure! Such is the case in a formation called the St. Peter Dome which runs from Wisconsin to Arkansas. However, only in the vicinity of Ottawa, Illinois, does it lie close enough to the surface to make removal relatively easy. The St. Peter formation was laid down 460 million years ago as the shore of a vast warm sea. No vegetation apparently lived there, which accounts for the extreme purity of the deposit. Mining began in 1890 and resulted in glass plants being established nearby in Ottawa and Streator.

The Wedron sand has many other uses, such as an abrasive medium for cleaning surfaces, as a construction material and as a packing material in blasting oil wells. (When production from an oil well falls off, a technique for restoring the recovery rate is "blasting." An explosive charge, commonly nitroglycerine, is lowered into the well, and a special heavy sand called "frac" sand is poured in to act as a plug. When the charge is detonated, the force fractures the surrounding strata and, hopefully, restores the flow of oil.) Wedron Silica celebrated its 100th anniversary in 1990 and estimates it has sand reserves which will last to the middle of the 22nd Century. Therefore, the BN line serving it should be able to operate for a while yet.

Wedron Silica owns 34 cars with compressed air piping for unloading — at first glance I thought they were tank

THE WEDRON SILICA plant straddles the Ottawa Branch where the GATX SD38-2s were working in September 1991. This high-grade sand is used primarily to make glass.

cars. The greater number of loads go into regular covered hoppers, however, plus a few boxcars for bagged sand. In the last year around 6000 carloads originated here. Well over an hour can be spent switching Wedron, getting the cars spotted as the customer requested. Eastbound loads to be picked up on the way back from Ottawa are put in a holding track south of the silica plant, and the loads to be taken the eight miles south to Ottawa are coupled into the train. It's usually about 4:00 p.m. when they depart Wedron. Passing a lake used for a small power plant near Dayton, it is not unusual for the head end crew to see deer.

Arriving at Ottawa yard, the traffic for the south end is backed into a holding track east of Champlain Road. As mentioned earlier, the Ottawa switcher has spotted the eastbound loads for the road crew to pick up, so in short order the waycar is attached and the return trip begun. If the tonnage dictates, the crew will run through Wedron up the hill north of town and deposit the loads and waycar in the siding at Serena. While this hill's grade is only a little over 1%, doubling it is frequent — sand is *heavy*!

After backing down the hill, any cars picked up at Ottawa for Wedron are spotted, and the eastbound loads left earlier in the holding track are picked up. They are then taken up the hill, and the train is put together for the return trip to Eola. Arrival at Eola can be as early as 7:30 p.m. or as late as 9:00, so photos of the return trip east of Wedron are pretty much limited to summer.

The Future

It is pretty obvious that the economic lifeblood of this branch line is sand. Little other traffic is available in any quantity, and certainly not enough to make the line viable without the sand trade. It is fortunate that while sand can be spilled, it is not a fragile commodity. While one customer estimated 40% of their tonnage goes by truck, they are quite happy with the service they receive from the BN.

However, in my personal opinion, the Ottawa drawbridge over the Illinois River is a possible threat to the south end of the line. It is almost 100 years old, and the loss of this link would certainly bring the bean counters into the picture. Any large expenditure requirement would be tough to justify. That being said, the line north of Ottawa should contribute positively to BN's bottom line for the foreseeable future.

BRIDGES OF ALL SORTS are found on the Ottawa Branch. Ex-Reserve SD38-2s 1237 and 1242 were westbound on the Fox River bridge at Sheridan (**above**) in September 1991. Compare with the photo on page 68 and note that the older truss span on the east end has been replaced with steel trestlework. Also in September, the Streator job with Geep 1977 was departing over the nearly century-old Illinois River drawbridge at Ottawa.

TWO KODACHROMES JIM BOYD

Bridgton & Harrison Number 7 is a classic short line Baldwin. Her stack, domes, "face" and general posture can be seen on engines from coast to coast. Number 7 is just a bit smaller than most.

Number 7 had been turned out by Baldwin's Eddystone Works in 1913 under builder's number 40864. She was a 34½-ton, two-foot gauge, outside-frame 2-4-4T built for the 21-mile long Bridgton & Saco River in southwestern Maine. She was the B&SR's seventh locomotive and third 2-4-4T. Although Number 7 was not the biggest or last locomotive built for the B&SR (that honor would go to 38-ton No.8 in 1924), she would become a pivotal element in the survival of the heritage of Maine's "two-footers."

By the end of the Great Depression the five two-foot gauge railroads in Maine were either dead or dying. The little five-mile Kennebec Central had shut down in 1929; the 58-mile Wiscasset, Waterville & Farmington in 1933 and even the mighty 110-mile Sandy River & Rangeley Lakes in 1935. By 1940 only the B&SR (renamed the Bridgton & Harrison) and the six-mile Monson were still running. And the B&HR was on its last legs.

Of the two, the Bridgton & Harrison was attracting the most attention. It was down to two locomotives, 2-4-4Ts 7 and 8, but it was almost turning into a tourist railroad after discovering that people were willing to pay real money to rent an excursion train. Robert B. Adams, who would many years later become business manager of *Trains* Magazine, chartered a train on the B&HR with No.8 in August 1940 for $35 — although the "standard" rate was usually $75!

A frequent visitor to the B&HR during this time was a quiet man named Ellis D. Atwood, a wealthy cranberry grower from Massachusetts. Ellis had

PART ONE

Edaville and the Maine Two-Footers

by Jim Boyd

The heritage of Maine's two-foot-gauge railroads is alive and steaming in the cranberry bogs of Massachusetts

always been fascinated by trains, and the toy-like two-footers held special appeal for him. The B&HR was sold to scrap dealer B.O. Checkoway in July 1941 for $20,001, and he operated it until September of that year. After that, engine No.8 and a handful of cars were sold to railfans Richard Holt and Frank Walsh. On December 3, 1941, Ellis Atwood stepped in and bought almost everything that remained — including 2-4-4T No.7, rolling stock and the heaps of salvaged rail.

Ellis Atwood already had an 1800-acre cranberry plantation in South Carver, Massachusetts, and an idea for a railroad to go on it. In the February 5, 1942, edition of the Brockton, Mass., *Enterprise* newspaper, Atwood accurately described his plans to bring the B&HR equipment to South Carver and set up a railroad to "transport crops from the bogs." While it was, without a doubt, the "toy train" he had always dreamed of owning, Atwood's vision was that of a working two-foot gauge railroad, not a tourist attraction.

Although Atwood had the property, equipment and idea for his railroad on December 3, 1941, the events that following Sunday morning, December 7, would put his dreams on "hold" for nearly four years.

Beginnings in the bogs

On November 17, 1945, a flatbed truck unloaded B&HR No.7 at the Atwood cranberry plantation in South Carver, Massachusetts. Already on the property from both the B&HR and Sandy River & Rangeley Lakes were a dozen flatcars, four boxcars and two cabooses, and among other things on their way were two tank cars and the magnificent SR&RL parlor car *Rangeley*.

In the spring of 1946 Atwood purchased B&HR No.8 from Holt and Walsh, and about that time the venerable Linwood W. Moody discovered the Monson Railroad's last two 0-4-4Ts at the Rochester Iron & Metal Company in Rochester, N.Y. (the Monson had survived until 1943 but was torn up by mid-1944). Not only did Moody save the treasured Vulcan Forneys 3 and 4, but he chewed the scrap dealer down to $1500 from the asking price of $2000 for the pair.

Meanwhile, Ellis Atwood himself had been busy surveying a 5.42-mile railroad that would loop around the main reservoir lake and through his cranberry bogs at South Carver — a railroad that would be nearly a half mile longer than Maine's Kennebec Central and only a half mile shorter than the Monson! Construction of the line was begun at the locomotive shop near the screenhouse and progressed clockwise around the loop. The main line was completed with a golden spike ceremony on April 7, 1947 — the date that is traditionally regarded as the "beginning" of the railroad.

After kicking around several names, Atwood decided to call his "Cranberry Belt" the "Edaville Railroad," using his initials: E.D.A. The name actually predated the railroad, as Atwood had used "Edaville" for the brightly lighted Christmas village he had been setting up for many years at South Carver.

Although Atwood had acquired quite a number of passenger cars and enjoyed hosting visitors on his new railroad, the Edaville was used to perform useful work in the cranberry business. The most obvious use was in the autumn when the harvesting crews would load the berries into crates and put them on flatcars or into boxcars for shipment to the screenhouse. In addition, a small fleet of dump cars was used to transport sand from the pit at Mt. Urann (named after Marcus L. Urann, president of Ocean Spray Cranberries Inc.) to the various bogs, where new beds of sand were applied every couple of years to keep down weeds and help root growth.

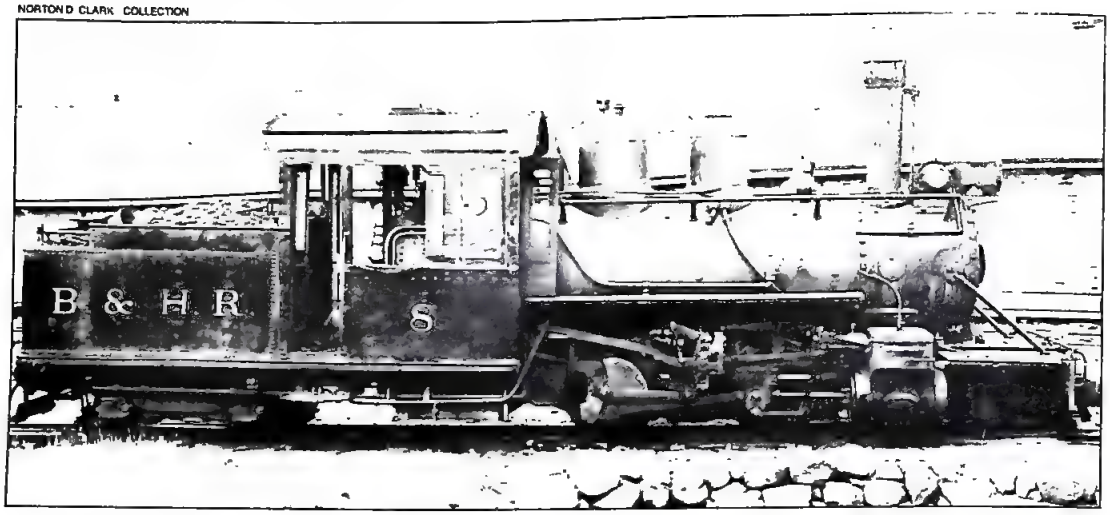
When operations began, Atwood regarded visitors as his "guests" — and by Labor Day of 1946, well before the line was completed, he already had 20,000 signatures in his guest register! This public attraction was almost becoming a problem, and he soon began charging 25 cents a ride to discourage the visitors. It didn't work, and Atwood soon found himself in the tourist business.

Although No.7 was briefly displayed upon its arrival at South Carver in Bridgton & Saco River lettering (it had never worn any lettering on the Bridgton & Harrison, only its number), it entered service lettered "EDAVILLE." Although his motives were more sentimental than purely practical, Ellis At-

HOMER R. HILL COLLECTION

ELLIS D. ATWOOD appeared in this newspaper photo in 1942. His Number 7 was lettered "B&HR" (**opposite**) for Edaville's Railfan Day in October 1991.

NORTON D. CLARK COLLECTION



BRIDGTON & HARRISON 2-4-4T Number 8, built by Baldwin in 1924, was the last two-foot gauge locomotive built for use in the U.S.A. In the late 1930s it was lettered "B&HR" for excursion service, about the same time that unlettered No.7 was photographed (**right**) entering Bridgton with a freight train. On December 17, 1949, No.8 was running an Edaville photo freight (**below**) that looked remarkably like the one run on October 13, 1991 (page 66).

wood was running a working railroad, not a museum, and as such the Edaville became a *continuation* of the two-footers and not a recreation or restoration. It had not been uncommon for equipment to shift from one Maine narrow gauge to another, and the Edaville was simply a continuation of the process.

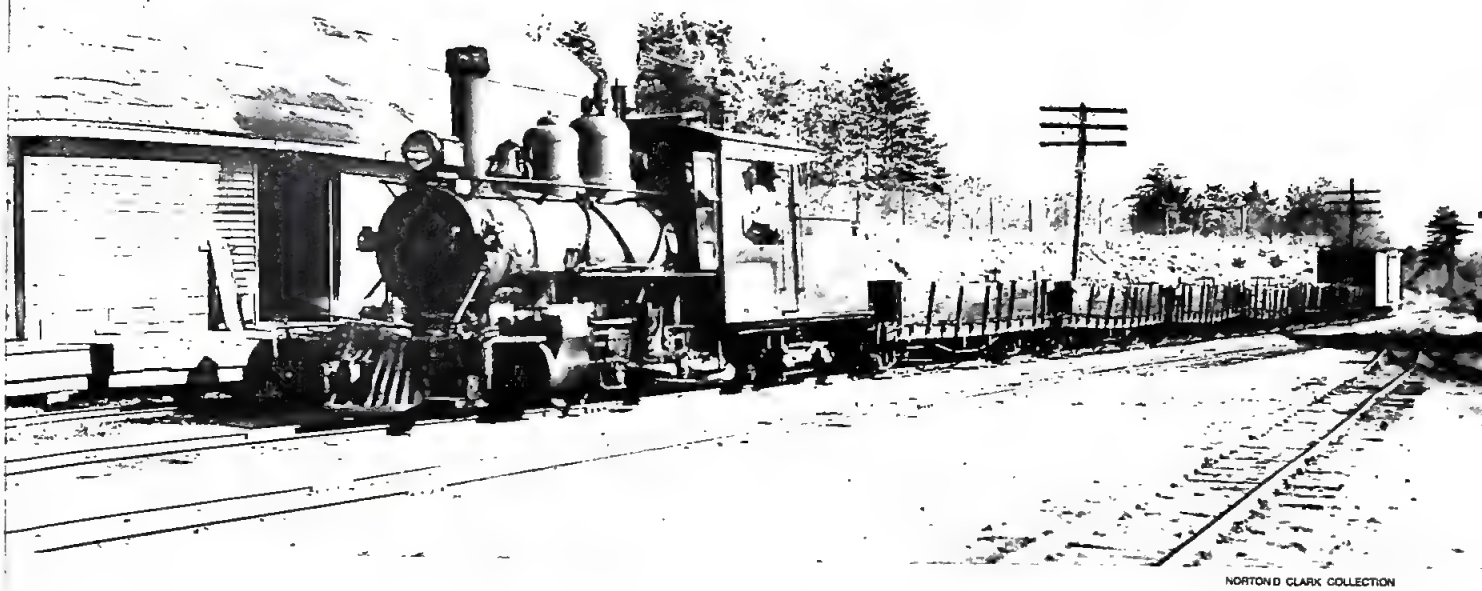
While he did letter all of his locomotives EDAVILLE, Atwood did so rather tastefully, and some of the more historic pieces of rolling stock were retained in their original liveries, such as the WISCASSET & QUEBEC coach No.3 (now Edaville 18) that had been acquired as B&HR 18, and, of course, the SR&RL parlor obs *Rangeley*. The freight cars were all painted and lettered for the Edaville in a very "railroady" style. He began experimenting, however, with a variety of colorful to gaudy liveries in the belief that they would appeal more to the children who rode the toy-like trains.

The Blount era

In November 1950, Ellis Atwood was seriously injured when he was working on a heating unit which exploded in the screenhouse, the firedoor striking him on the head. He died several days later without ever regaining consciousness. Operation of the railroad continued under the guidance of his widow, Elthea, and her nephew, Dave Eldridge, who were also handling the family cranberry business.

Sensing the loss of dedicated leadership at Edaville, people from all over the country began to make offers for the railroad and equipment — including such notables as Walt Disney and Gene Autry. Most wanted to move the equipment elsewhere and abandon the South Carver site, which Mrs. Atwood

PRESTON S. JOHNSON - WAYNE D. HILLS COLLECTION



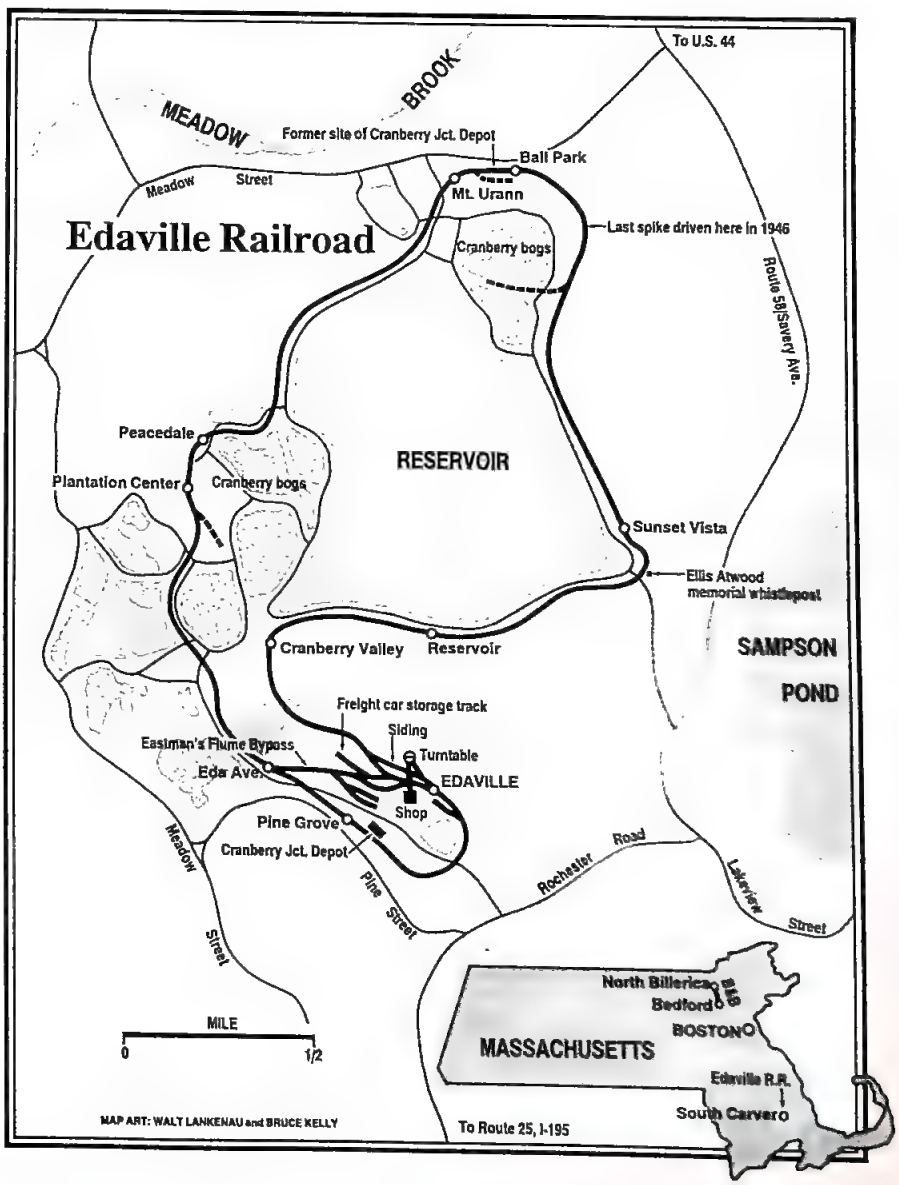
NORTON D CLARK COLLECTION

staunchly opposed. Finally, a distant cousin of the late Ellis made an offer that was to her liking.

Commercial seafood processor F. Nelson Blount had always been fascinated by trains, and like Atwood had achieved the means to do something about it. In November 1955 ownership of the Edaville Railroad was transferred to the Blount Seafood Company, and F. Nelson Blount had his first real railroad. At this time, however, the Atwood estate, under the direction of Dave Eldridge, retained ownership of the cranberry property on which the railroad was built (the full implication of this would not be felt until the late 1980s).

Blount immediately made his mark on the railroad. To enhance the tourist business he built the big "Cranberry Junction" depot at the ball park site on the north side of the loop at Mt. Urann and began to develop the museum in the screenhouse and add other attractions in the area. The first piece of standard gauge equipment arrived on the property in 1956 when the Boston & Maine donated one of its classic 2-6-0s to Edaville (the 1455 would be the only B&M Mogul to survive) along with four passenger cars, and that was followed in 1957 by the articulated diesel streamliner *Flying Yankee*. In 1959 he added an outside-frame three-foot-gauge Baldwin 2-8-0 from the Ferrocarril Mexicano and over the years acquired a number of smaller locomotives for static display.

Unfortunately, Blount's fixation with tourism included the late-1950s idea that the public wanted garish colors, fake cowcatchers and diamond stacks, and the Edaville began to take on the image of a typical amusement park —



PRESTON S. JOHNSON / WAYNE D. HILLS COLLECTION

ON AUGUST 5, 1947, Edaville's ex-B&HR No.7 had a passenger extra stopped at the north end ball park. In the mid-1950s the Cranberry Junction depot would be built on this site, and the siding moved to the south side (page 67). That magnificent three-door baggage/mail combine, B&SR 30, was converted to coach/combine No.11 by Nelson Blount.

the idea of the working railroad had died with Atwood.

And amusement parks looked like good business. Between 1959 and 1962 he leased the two Monson engines and 0-4-4T No.5 (the only non-Maine locomotive to ever steam at Edaville, a Louisiana 30-inch gauge, twelve-ton 1904 Vulcan plantation engine regauged to two feet) to the short-lived Pleasure Island & Western at Wakefield, Mass., and Freedomland Park in The Bronx, N.Y. Edaville also supplied rolling stock to these operations and in the process raped some priceless historic artifacts like the distinctive three-door B&SR baggage/mail combine No.30. The other historic equipment, except for the enshrined *Rangeley*, lost its identity under the uniform Edaville livery.

In December 1960 F. Nelson Blount gave in to his passion for standard gauge and purchased the Boston & Maine engine terminal in North Walpole, New Hampshire, to begin his great venture known as Steamtown U.S.A. — an endeavor that was as fraught with politics and intrigue then as it is today. Over the next few years he continued to operate Edaville while he was developing Steamtown at its new home at Riverside, just north of Bellows Falls, Vermont.

Although Edaville reflected Blount's "amusement park" philosophy, it didn't seem to suffer under his leadership, even though Steamtown was obviously receiving most of his attention. At Edaville, the Cranberry Junction depot was moved from the north end to its present site as an entrance hall, and the area between it, the passenger depot and the museum were developed into a theme park with static displays and rides for the kids.

Again, change

On August 31, 1967, a red and white single-engine Maule Rocket airplane crashed in an emergency landing, killing its pilot, F. Nelson Blount. Management of Edaville passed to Blount's long-time friend and business associate Fred H. Richardson, who operated it pretty much "business as usual" for the next two years. In 1970 the railroad was sold to New Englander George Bartholomew, who continued to develop the tourist business. The autumn Cranberry Festival and Christmas season "Festival of Lights" draw the biggest crowds of the year.

To his credit, in spite of the emerging "energy crisis" and its impact on tourism, Bartholomew kept the Edaville on a fairly steady course over the next decade while he continued to expand his business interests into standard gauge short lines, most notably the rapidly expanding Bay Colony Railroad in Massachusetts and the Seminole Gulf Railway in Florida.

In the 1980s, however, the Edaville situation began to deteriorate over a variety of business entanglements. The New England banking policies had gotten very tight after the Savings & Loan crisis, and Edaville was finding its credit capacity strained — "bridge loans" that had been previously available on a signature were now no longer available even with collateral. A change in the local tax structure put a much-increased burden on the Atwood estate, which owns the land upon which the railroad runs, and which passed on the problem in the form of increased rent in the railroad's operating contract. With the short line business demanding more of his time and resources, in mid-1991 Bartholomew announced that he was putting the Edaville up for sale. He notes that money alone will not be the primary condition of sale, as he would

"Skip" Clark: 1932-1992

For the past 44 years, the Edaville Railroad has not had a better friend than Norton D. "Skip" Clark of Newton Highlands, Massachusetts. An enthusiastic fan of the two-footers and Boston area traction and railroading, the "Skipper" was a one-man public relations department for Edaville. He worked the trains as a conductor and sat on the board of directors. My first visit to Edaville in 1972 was prompted by Skip's invitation, and this article is another result of his urging. He came out of retirement to work as conductor on the October 13 photo freight.

Beset by heart problems, he "slowed down" after open heart surgery five years ago, and he succumbed to heart trouble on March 15, 1991, after returning home from a hospital stay. Skip Clark leaves his wife Susan, daughters Kimberly (Amoruso) and Wendy, son Lawrence and a very large community of friends, including this editor — J.B.

TWO KODACHROMES JIM BOYD

THE CRANBERRY HARVEST is the most colorful time of year at Edaville, but the floating berries linger only briefly at any bog — usually less than a day — after they have been thrashed by machines off the submerged bushes. On September 29, 1991, they were working the bog above Peacedale (**below**), and on October 12 they were at Eda Avenue (**above**); within a few hours the sea of berries had been vacuum loaded into big trucks.

prefer to keep the equipment collection intact and on site at South Carver — and a number of viable offers have already been made.

With finances strained, an auction of the non-operating museum equipment was held to raise cash to sustain the railroad over the winter of 1991-92 and renew the operating contract with the Atwood estate property owners for at least the next two years to give Bartholomew time to evaluate the offers and negotiate a possible sale. As we go to press, the matter is reportedly still open, but Edaville is advertising operations for the 1992 season.

Bridgton & Harrison No.7

While all of this was going on, it was noted that 2-4-4T No.7, today the most authentic-looking of the four Maine locomotives, was observing its 50th year of Edaville ownership. With negotiations apparently begun in October 1941 and the final sale completed on December 3, 1941, No.7 is Edaville's direct link with the Bridgton & Harrison and the living heritage of the Maine two-footers. To celebrate, Bartholomew scheduled a special "Railfan Day" on Sunday, October 13, 1991 (the regular "Railfan Week-

end" had been held on June 15-16, see September '91 R&R) and ordered No.7 to be lettered Bridgton & Harrison for the occasion.

Interestingly, as near as can be determined, No.7 had never worn any "B&HR" lettering, after having been delivered as "B&SR" to the Bridgton & Saco River. The name change had occurred in 1930, and sister engine No.8 had gotten the "B&HR" lettering in 1937 when passenger excursions began (since the two-footer was a "captive" operation with no equipment interchange, lettering was unnecessary). Since an unlettered locomotive would have been anticlimactic, even if authentic, we railfans conducting the Railfan Day opted for the No.8-style "B&HR" lettering on No.7, along with black paint on the pilot and temporarily-blackened boiler bands. This may have been the first time in its history that Edaville has operated a locomotive lettered for a Maine railroad.

For Railfan Day, No.7 started out with a photo freight consisting of two boxcars, a tank car, another boxcar and a caboose. The photographers rode the regularly scheduled passenger train that ran ahead of the photo freight. Upon reaching the desired runby location, the passenger train would stop to unload the photographers, and after it departed we would then have multiple runbys with the freight until the passenger train again approached to carry us to the next location. We kept it up all day, swapping the freight consist for a mixed train behind B&HR No.7 in mid-afternoon.

The 50-year veteran B&HR No.7 is to be the feature attraction of the 1992

FOUR KODACHROMES JIM BOYD

KODACHROME JAMES WOODS COLLECTION

IN AUGUST 1958 the new "Cranberry Junction" depot was located at the north end of the loop by the ball park (**above**), at the site where ex-Monsons No.3 and No.4 were doubleheaded on the June 1991 Railfans Weekend (**below**). In the early 1960s it was moved to its present location. That siding used to be on the north side of the main (see page 64). Edaville's No.8 still wears the big headlight and fake diamond stack, as shown (**bottom**) on the June 1991 Railfans Weekend. On October 13, 1991, No.7 made numerous runbys with a photo freight, shown (**left**) just above the Peacedale village, and with a mixed, shown (**bottom left**) at our cover shot bog after the cranberries had been removed.

Railfan Weekend, scheduled for June 20-21.

The future?

What will happen to the Edaville in the next few weeks or years is unknown. Many forces are at work. It is possible that they won't run at all, and it is possible that they will get a two-year operating lease. One thing is certain, however: Edaville is in for change.

The operation created by Ellis Atwood at South Carver is a surviving remnant of the Maine two-footers. Hidden under that amusement park paint are artifacts of incredible value — "B&HR" No.7 is only one example.

Their future survival is not in question. Their historic value is too well recognized for them to be scrapped. The question is whether they will continue to operate at South Carver or whether they will be sold and moved elsewhere. Either way, the Edaville of today is the Edaville of Ellis Atwood and as such is worthy of respect as a 50-year legitimate heir to the Maine two-foot heritage.

If you want to experience this true piece of American narrow gauge history, then make 1992 the year to visit Edaville.

Next month

In the August 1992 issue we will take a look at how two-foot gauge railroading got started in North America — in Massachusetts, no less — and how it spread through Maine. And we will take a closer look at some of the surviving equipment at Edaville.

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BY JIM BOYD

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THE FOX RIVER BRIDGE at Sheridan, Ill., on the CB&Q's Ottawa Branch was the site of a photo runby on a 1965 trip out of Chicago with 2-8-2 4960. Compare this with the photo on page 59 of the bridge today.

Steam on the Ottawa Branch

Dick Wirthman begins his feature on the BN's Ottawa Branch (page 55) by asking, "Have you ever crossed a set of rails for the umpteenth time without seeing a train and wondered what justified its existence?" For me, the answer is not only "yes," but it is "yes" even after having ridden the line. Back in the 1960s I rode the line many times on fantrips and passed the sand plant at Wedron — but I never really knew what the railroad was all about until I edited Dick's manuscript more than 25 years later.

The Ottawa Branch was a favorite haunt for the CB&Q's 2-8-2 4960, because it made for an easy and interesting day of fantripping with high speed main line and rustic branch running. I was on board when the 4960 made its debut as an excursion engine with a trip from Chicago to Ottawa on December 28, 1958, for the Illini Railroad club. Over the years until the 4960 was retired from CB&Q excursion service in 1966, I rode or chased

ELROND G. LAWRENCE

ATTENDING WINTERAIL '92 at Stockton, Cal., were the editors of almost every major national railfan publication. Posing left to right are Winterail host Vic Neves, David Casdorph of *Freight Cars Journal*, Charlie Baden of *Flimsies* (back row), R&R's Jim Boyd, Don Gulbrandsen of *Pacific RailNews*, Tom Nemeth of *Railpace*, Mark Hemphill of *CTC Board* (back row), Doug Cummings of *Extra 2200 South*, Dale Sanders of *CTC Board* (back row), Carl Swanson of *Passenger Train Journal* (front row), J. David Ingles of *Trains*, Greg Monroe of *Railfan Photographer* (back row), Bill Farmer of *Flimsies* and Winterail host Dave Stanley. Attending Winterail but not in the photo were also Paul Withers and Warren Calloway of *Diesel Era*.

many of the Ottawa Branch trips. The "Q" knew how to perform movie runs, and they weren't afraid to do more than one a trip. The Ottawa Branch offered some spectacular opportunities with its grain elevator towns and the Fox River bridge at Sheridan. Of course, the highlight of any trip was the noisy eastbound assault on "Wedron Hill," where my doubts about the ugly little 2-8-2 were dispelled rather quickly on that first fantrip (to me, a "Mikado" was an Illinois Central Harriman with centered headlight and USRA tender — that goofy Q front end with the high-mounted headlight, tucked-in trailer truck, too-high cab and slope-sided tender combined for an "acquired taste" that I was just beginning to acquire).

My only regret is that I didn't have a Dick Wirthman around back then to tell me all about the Streator and Ottawa switchers and the turn job down from Eola in the afternoons with the back-to-back classic pre-Chinese red SD9s. Until I can check out the BN's version of the Ottawa Branch on my next trip to the Midwest, I'll just have to be satisfied with my steam shots.

Winterail '92

After being held the last couple of years in Modesto, Dave Stanley and Vic Neves' 14th annual Winterail show moved back "home" to the Scottish Rite Temple in Stockton for the March 7, 1992, gathering. The sell-out crowd seemed to appreciate the slide presentations and railroadiana show being combined under one roof again (they were in separate locations at Modesto). The line-up of multi-media slide shows was impressive, and the presentations went smoothly with a couple of minor exceptions (one of which was my fault when the DBX switch on my tape recorder got accidentally snapped "on" and messed up the command signal to our dissolve unit at the beginning of Alan Bellis' "Sand Patch" show).

An impressive sampling of photography and interesting and varied selection of music made for a very entertaining day of programs. Ken Rattenne kicked things off shortly after noon with his "Passenger Parade" with images ranging from vintage to Amtrak and excursion steam. Dave Houston followed with the "Covered Wagons of the West," a fond look at the departed BN and Milwaukee F-units in the Northwest and F-units in Alaska before focusing on some of the restored E and F-units in the West today.

The pace then changed as Tom Moungovan and John West took us for a look at narrow gauge steam action in the 1970s on the FEGUA system of Guatemala. Keeping with the steam theme, Charles Lange presented an intimate view of the Oregon, Pacific & Eastern's recently forsaken "Goose" operations with a 2-8-0 and 2-8-2. The last program before the dinner break was a nearly two hour film documentary presented by Don Olsen on "Western Pacific — The First 50 Years," with incredible imagery from the company film files of everything from Mallets and 4-6-0s to the *California Zephyr*.

Following the dinner break, Ken Meeker

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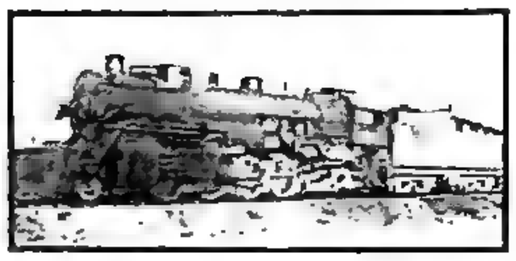

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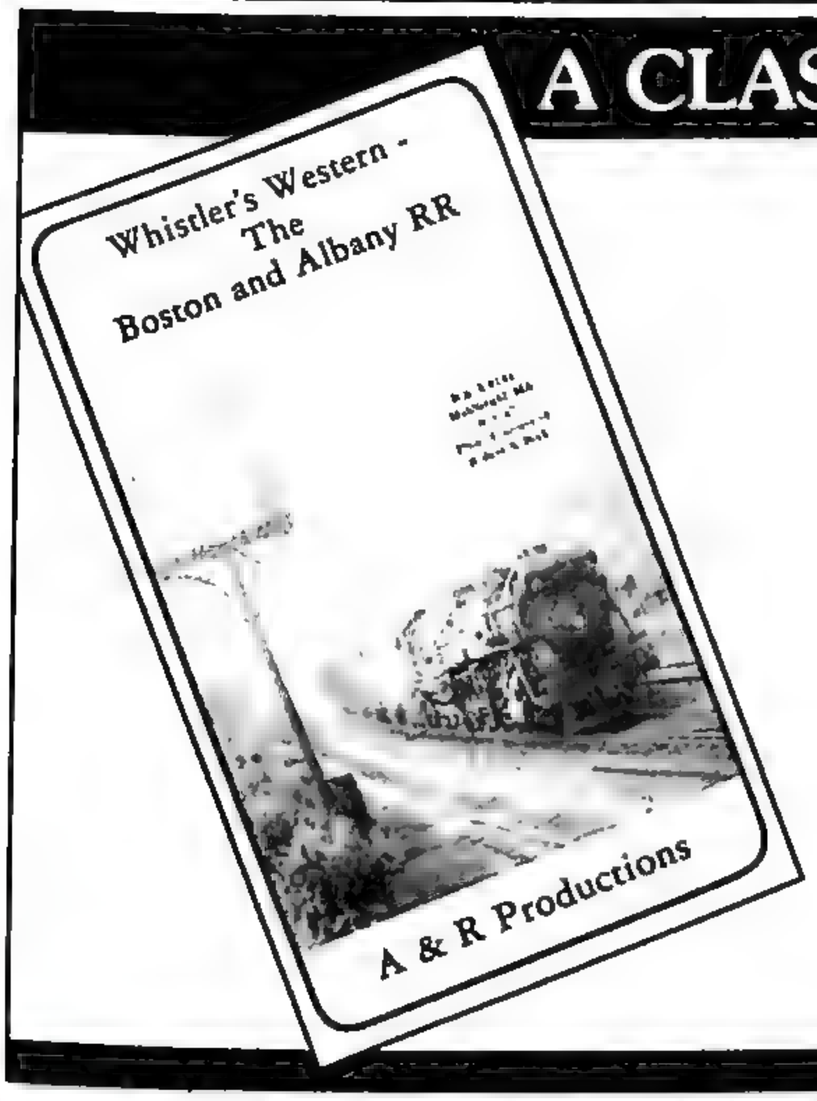

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livened things up with his interesting and humorous "Odyssey to Omaha," depicting his three-month adventure in the corn country when the UP moved the Sacramento Western Pacific dispatchers to the space age "Bunker" in Omaha (after which 14-year veteran WP/UP Chief Dispatcher Meeker "took the buyout" and came home to California). Ken's production was followed by the 1991 EastRAIL show "Sand Patch" by then-16-year-old Alan Bellis, Tom Nemeth and yours truly. We demonstrated that the West has no exclusive on mountain railroading.

Probably the most polished overall production of the 1992 Winterail was Ted Benson's "The Sweet Ride" documentation of the SP's California sugar beet operations. His excellent photography and smooth editing covered the scene from pan shots of GP9s to the vworkings of a sugar mill and the wooden beet racks to Bill the Cat. Besides, I liked his theme: Beat *Trains*...I mean beet trains.

For sheer impressive photography, Mark Hemphill and Dale Sanders proved that their move to Denver with *CTC Board* was a worthwhile effort by giving them the opportunity to seek out the unusual and elusive images of the "Scenic Line of the World: The Rio Grande." They were able to cover the once-every-other-week branch jobs and seek out scenic vistas that short-time visitors to the area simply can't get. And their awesome imagery is a master tribute to the capabilities of Kodachrome 25 even in weird light! Their show was rather ragged with live narration and a bit too long, but tighter editing and a more polished production would have made it one of the greatest of all time.

The program wrapped up with a flurry of "Three Favorites" submitted by the audience — the most memorable were views of the group "moon" on Amtrak's San Diego Line.

Next year's Winterail has been scheduled for March 6, 1993, and Dave and Vic already have lined up "a lot of new names."

FNM's "*Daylight*" PA

Photographer John C. Benson relates the following two items about the recent developments with the "Mexican PAs," and specifically FNM DH-17:

"There is a town in northern Mexico that might be considered a 'Mecca' of the railfan world. Empalme, Sonora, is located 240 miles south of the U.S. border on the main line of the old Ferrocarril del Pacifico and is home for the last operating Alco PA unit. A recent change in the paint scheme of FNM DH-17 may cause many fans to renew their efforts to seek out this locomotive. This is an account of how the Southern Pacific *Daylight* paint scheme became a reality.

"On December 30, 1991, I was in Guadalajara and stopped in to visit with Cesar Romero, chief mechanical officer for the Pacifico Region of the FNM. He asked for my input as to what paint scheme should be applied to the DH-17. My first reaction was the natural one: repaint it in the Santa Fe red and silver warbonnet scheme. Initially Cesar's reaction was favorable, but he expressed a concern that the stainless steel panels had been removed and that part of the locomotive would have to be painted silver. After thinking it through, I had another idea and discussed it with him at a New Year's Eve party the next day.

"I presented Mr. Romero with one of my postcards showing the three cab units lined up at the LAUPT 50th Anniversary celebration in 1989. There was an SP E-unit, a Union Pacific E-unit and a Santa Fe F-unit featured in the postcard. I mentioned that historically, the FCP was once owned by the Southern Pacific and perhaps the *Daylight* paint scheme would be more appropriate. He immediately agreed and stated that the classic red, orange and silver scheme would be applied to the 17.

"It would be just a matter of time until the engine was repainted. Repeated phone calls to Romero kept me informed of the progress, and the unit was completed on February 28, 1992. I discovered an interesting fact upon my arrival at the Empalme Shops on that date. Not only did my postcard play an im-

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portant role in determining the paint scheme — but it was the *only* reference used to actually paint the locomotive! That is, the shop foreman in charge of procuring paint used the card to match the correct colors, and the paint shop used it for the actual layout of the scheme.

"Cesar Romero, Empalme Shop Superintendent Andreas Varrassaz, Materials Foreman Manuel Camacho and the Empalme Shop employees should be commended for a job well done. We can now all enjoy this classic locomotive with this spectacular paint scheme.

Lucky 17

"The future of the last remaining Alco PA units in North America was rather bleak back in the mid-1980s. The four locomotives were stored in various stages of disrepair in the Ferrocarril del Pacifico Shops at Empalme, Mexico's bleak economic situation further diminished any hope for restoration of these engines. This was nothing new, however, for these locomotives have had a history of being on the edge of extinction, only to find a reprieve over and over again. Like cats with nine lives, two of the four PAs have enjoyed a charmed existence. The eventual rebuilding of DH-19 in 1989 followed by that of DH-17 in 1990 were examples of the value placed on these engines.

next month in RAILFAN & RAILROAD

● **THE ABERDEEN & ROCKFISH: This picturesque and successful North Carolina short line is celebrating 100 years of service, and Jim Wrinn takes us for a look the colorful past of this "traditional" railroad and the way it is adapting to the post-merger challenges of today.**

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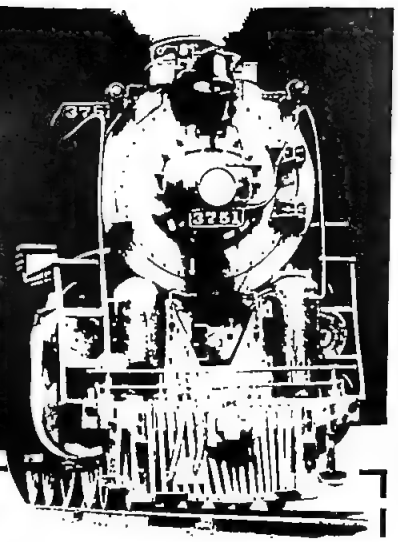

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"Atchison, Topeka & Santa Fe Alco PA1 60L was outshopped by Schenectady in November 1948 as one of 26 PA1s and 15 PB1s delivered to the railroad between 1946 and 1948 (the "L" stood for "Lead"). No other units ever wore the red and silver warbonnet passenger livery more grandly, and though vastly outnumbered by the F-units, the PAs were the undisputed queens of the Santa Fe Trail until the last were finally retired in 1969. Along with sister PA1s 59L, 62L and 66L, the 60L was purchased from the Santa Fe in December 1967 by Delaware & Hudson President Buck Dumaine Jr. to become his railroad's Numbers 16-19 to power the Albany to Montreal *Laurentian* and *Montreal Limited* streamliners. No other PAs would evade the scrapper's torch.

"The D&H route was not included in the Amtrak system in 1971, and D&H passenger service ended abruptly on May 1. The PAs were not included in the equipment acquired by Amtrak. In October 1971 the 16 and 18 were leased to Steam Tours Inc. for excursion service, and the 17 and 19 were traded to General Electric for $10,000 credit each on the purchase of future power. They left Colonie shops on October 22, 1971, for the GE facility in Erie, Pa., and an uncertain future.

"While the 17 and 19 languished in limbo at GE and Steam Tours dropped its lease on the 16 and 19, the Erie Lackawanna gave up its control of the D&H, and Carl B. "Bruce" Sterzing became president in mid-1972. Realizing the public relations value of the handsome passenger locomotives, Sterzing gathered the four PAs home again — after almost 19 months at GE, the 17 "returned from the dead" to Colonie on May 9, 1973.

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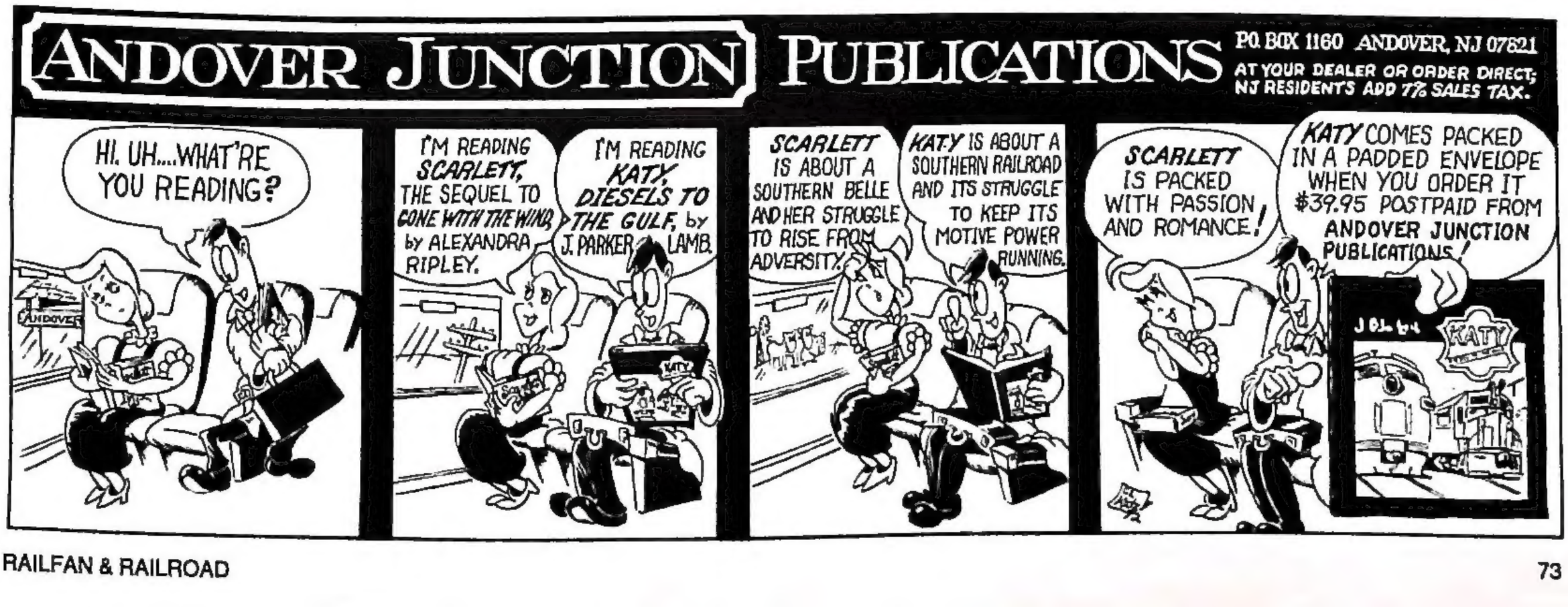
FNM'S ALCO PA4 DH-17 displayed its fresh SP *Daylight*-inspired livery at the Empalme Shop on February 28, 1992. Note the silver "Region Pacifico" version of the SP sunset herald (**right**) on the nose.

KODACHROMES JOHN C. BENSON

"After a spectacular excursion and business train season, the PAs were to go back into "real" passenger service in August 1974 when New York State and Amtrak agreed to a 403b state-sponsored train between Albany and Montreal on the D&H — using the PAs for power! For reliable service on the new *Adirondack*, the four PAs were sent to Morrison-Knudsen in Boise, Idaho, to be rebuilt and upgraded with new 2400-h.p. 251 prime movers replacing their vintage 2000-h.p. 244s. The 17 made the trek to Boise and returned to the D&H as a "PA4" on November 8, 1975.

"The character of the D&H changed dramatically after the creation of Conrail in 1976, which resulted in the D&H nearly doubling in size. Meanwhile, in March 1977 Amtrak put Rohr Turboliners on the *Adirondack*, and the PAs were once again unemployed. After a spat with the USRA, Bruce Sterzing was also unemployed by the first of August, and the new D&H management regarded the PAs as expensive toys. On September 30, 1977, the four PAs were leased to the Massachusetts Bay Transportation Authority for a year of commuter service out of Boston's South Station.

"When the PAs returned to the D&H in October 1978, the railroad entered into a long term lease agreement that sent the four PAs, C628s, U30Cs and SD45s to Mexico. The PAs crossed into Mexico at Laredo, Texas, on November 17, 1978. Number 17 and the three others were shipped to the main NdeM shops at San Luis Potosi, where they were set up and placed in service. After the initial break-in on the NdeM in early 1979, the units were sent to Guadalajara and turned over to the Ferrocarril del Pacifico for passenger service. This would prove to be a most fortuitous decision, as the FCP employed a man in the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AFTER ARRIVING IN MEXICO, D&H 17 was at San Luis Potosi (**above**) on January 5, 1979. By August 24, 1988 (**above right**), the stripped hulk of the 17 was at Empalme. On January 31, 1991, the reborn DH-17 (**below**) was at Empalme in FNM's new blue scheme. The DH-19 (**below**) was at the National Railway Museum at Puebla on December 27, 1991, in a different blue livery. The "*Daylight*" DH-17 was at Empalme (**bottom**) on February 28, 1992.

KODACHROMES JOHN C. BENSON

mechanical department who realized the historical importance of the locomotives.

"Over the next five years, the units would succumb to mechanical maladies or be involved in wrecks. The 17 fell into the former category and was laid up at the Empalme Shops. Over the years, the 17 was cannibalized of usable parts, prime mover and stainless steel side panels. At this point, it was doubtful that this locomotive would ever operate again.

"In 1988, Cesar Romero, the chief mechanical officer for the FCP, persuaded his superiors in Mexico City to grant permission and allocate monies for the rebuilding of one PA. Upon inspection of the four, it was decided that the honors would go to the 19. It was not apparent at that time, but this event was the catalyst that would insure the rebuilding of a second PA unit. The "DH-19" was rebuilt and placed into service in early 1989. The Empalme Shop force was proud of their work in restoring that unit. Within a year, however, Mexico City decided to donate FNM DH-19 to the National Railway Museum in Puebla, and this action prompted the workers at Empalme to push for the rebuilding of a second unit which would remain in the Pacifico Region. Lucky 17 was selected.

"The DH-17 emerged from the Empalme Shops in August 1991 in the identical FNM blue scheme that was applied to the DH-19 ("FNM" is the new unified image of the NdeM and its subsidiaries). With the 16 and 18 in derelict condition, it is ironic that the DH-17 and DH-19, both banished to GE in 1971, would be the only intact examples of this classic locomotive left in North America 20 years later. With the DH-19 in the museum at Puebla, the DH-17 is now in service on the former-FCP between Empalme and Nogales, on the Arizona border.

"Hopefully, like a cat, the DH-17 has a few lives left"— JOHN C. BENSON.

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The Cumbres & Toltec Scenic Railroad is one of America's most popular train rides. A remnant of the once flourishing Rio Grande Narrow Gauge network, the Cumbres & Toltec Scenic runs from Chama, New Mexico to Antonito, Colorado.

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